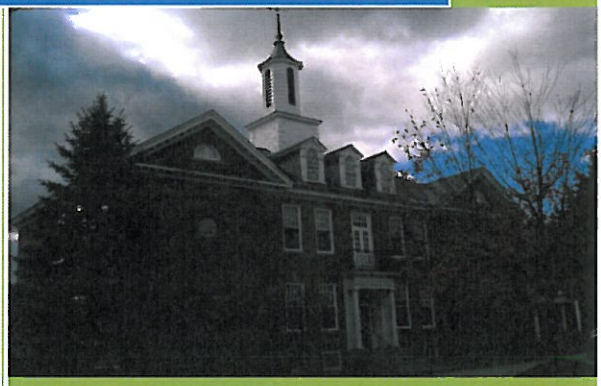
SafeRoutes
National Center for Safe Routes to School

November 2011

Henniker Safe Routes to School Travel Plan



Prepared by the Henniker SRTS Task Force with assistance from the Central NH Regional Planning Commission

Introduction

The purpose of the Henniker Safe Routes to School (SRTS) Travel Plan is to identify measures that may encourage more students to bike and walk to school in the Town of Henniker. The study area is focused on a two-mile radius surrounding the Henniker Community School campus located on Western Avenue in the center of town.

The Henniker SRTS Committee has completed a vast amount of work over the last number of years in an effort to improve access and safety to and from Henniker Community School as well as focusing on safety improvements in the compact Town center of Henniker. This SRTS Travel Plan aims to compliment the work already undertaken by the committee, and highlight the needs of the local community in ensuring that the Henniker Community School Campus becomes a safer, healthier and more sustainable resource for the town and its surrounding areas. The Travel Plan has been developed in line with strategic planning policies identified at the local, regional, statewide and national level. For example, the goals and recommendations outlined in this travel plan are fully consistent with the Town of Henniker's Master Plan, the Central NH Regional Transportation Plan, the NH Statewide Bicycle and Pedestrian Plan and national SRTS guidance.

Henniker Community School is located on Western Avenue, directly opposite the intersection of Gould Street, which is in close proximity to the town's busiest 4-way intersections of Western Avenue/Main Street and NH Route 114. Vehicular access to the school campus is restricted to Western Avenue, although pedestrians and cyclists can enter the campus from Bridge Street via New England College and the covered bridge which spans the Contoocook River. During the study period a comprehensive set of transportation related data were collected including traffic counts (volume, speed, classification and turn movement), bicycle and pedestrian level of service (BLOS/PLOS), and the collection and analysis of all known accident data in the study area to identify potential accident hot spots. Furthermore, a comprehensive survey was administered to parents of school children with the help of the Community School staff. Survey responses were reviewed and students at the school were invited to discuss their concerns regarding walking and biking to school. The result of the study is a list of potential projects to make walking and biking to school safer and more appealing to students and parents in Henniker.

This study actively promotes the five Es of a successful SRTS program (Evaluation, Education, Encouragement, Enforcement, and Engineering). Each of these categories provides the framework for the recommendations contained in this plan. Throughout the study process the five Es have been actively pursued and will continue to be promoted throughout the implementation phase of this SRTS Travel Plan.

This SRTS Travel Plan for Henniker Community School is fully funded through a planning grant from the New Hampshire Department of Transportation.

Community Organizing Efforts

The Henniker Safe Routes to School Committee formed in 2010 in order to promote safer and more sustainable access to and from the Henniker Community School campus. The SRTS Committee has met approximately once per month since it was formed.

Participants regularly attending include representatives of the School Board and the Town of Henniker, school officials, a representative of the Central New Hampshire Regional Planning Commission (CNHRPC) and several parents of Community School students. The membership includes a broader list of community members who attend occasionally, including other interested parents, teachers and representatives from the Board of Selectmen, as well as members of the Police, Fire and Recreation and Highway Departments.

Throughout the whole process the Henniker SRTS Committee has pursued an open and transparent meeting process in order to enhance public interaction and involvement.

Name	Affiliation
Allysa Jenelle	Community Member
Bob French	Board of Selectmen
Carl Knapp	Road Agent
Chuck Connell	Town Administrator
Dr. Lorraine Tacconi-Moore	Superintendent of Schools
Gary Guzouskas	School Board Chair
Judy Englander	Community Member
Katherine McBride	Henniker Community School Principal
Keith Gilbert	Fire Chief
Margaret Keeler	Henniker Community School Physical Education Teacher
Marianne Cameron	Community Member
Mary Ellen Schule	White Birch Community Center Executive Director
Ryan Murdough	Police Chief
Scott Osgood	Planning Board

Table 1: Henniker SRTS Committee Members

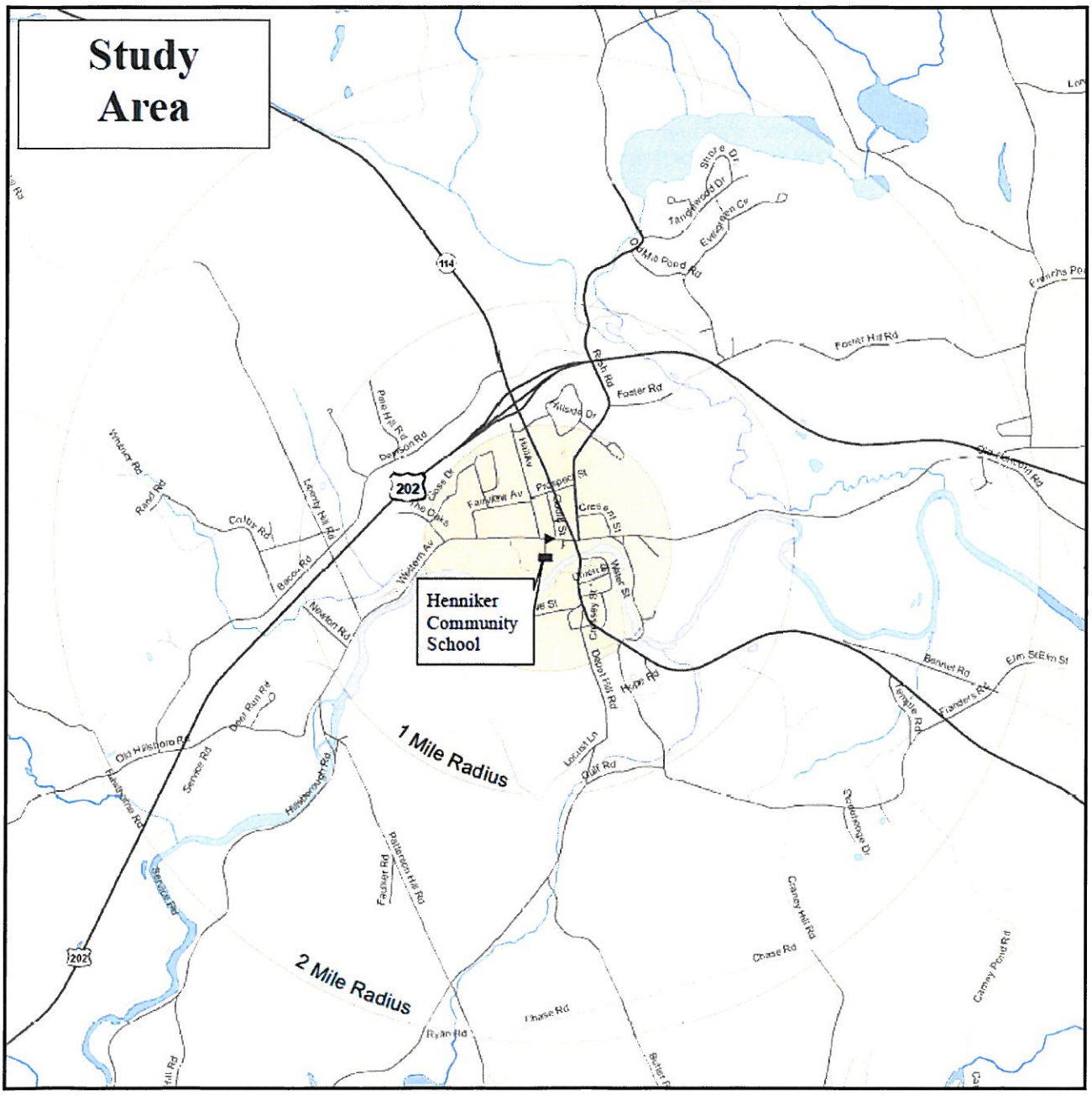
School Administrative Unit Contact:

Dr. Lorraine Tacconi-Moore
Superintendent of Schools
41 Liberty Hill Road, Building #5
Henniker, NH 03242-6045

Evaluation

The evaluation completed during the SRTS study process included a review of parent and student survey responses, the compilation of traffic count data, as well as accident data and an analysis of current pedestrian and bicycle levels of service. As mentioned previously, all data collected and discussed in this SRTS Travel Plan is concerned with the area consisting of a radius of approximately two miles from Henniker Community School.

Map 1: Henniker SRTS Travel Plan Study Area



Surveys

Parent Surveys

The SRTS Committee, in partnership with Henniker Community School and the CNHRPC, undertook a comprehensive survey of parents whose children attend the school. CNHRPC used the standard forms and procedures for SRTS programs, administered through a web-based survey platform on the National Center for Safe Routes to School website. The results of this February 2011 survey revealed strong parental support for transportation enhancements in Henniker that create increased opportunities for children who wish to walk or bike to school. Community attitudes toward pedestrian and bicycle safety issues helped to frame the SRTS Committee's discussions and form a basis for the consideration and development of both infrastructure and non-infrastructure recommendations contained in this Travel Plan which will serve as the basis for future grant applications.

Safety issues are of high concern to parents in considering whether to allow their children to walk or cycle to/from the school campus. For example, 86% of parents identified the speed and volume of traffic in downtown Henniker as the reason why they do not allow their children to walk or cycle to school. Similarly, 81% of parents identified the dangers associated with current intersection and crosswalk facilities in the study area as a mitigating factor in their decision not to allow their children to walk or bike to school. The condition of sidewalks and lack of delineated walkways was also identified as a major factor in the safety of children in the study area.

> ***Downtown Henniker is too unsafe for an unsupervised kid, elementary or middle, to walk alone. The sidewalks are bad and traffic is heavy. Change would be good.*** – Henniker Community School Parent

The response to the question, 'Would you let your child walk or bicycle to/from school if these problems were changed or improved?' highlight that specific transportation improvements would result in more favorable conditions for children to walk or bike to school. Over 50% of parents said yes if the safety of intersections and crossings were improved, and 48% of parents stated that if the condition of sidewalks and dedicated walking paths were improved they would look more favorably on their kids choosing a more sustainable mode of transport to school.

Student Surveys

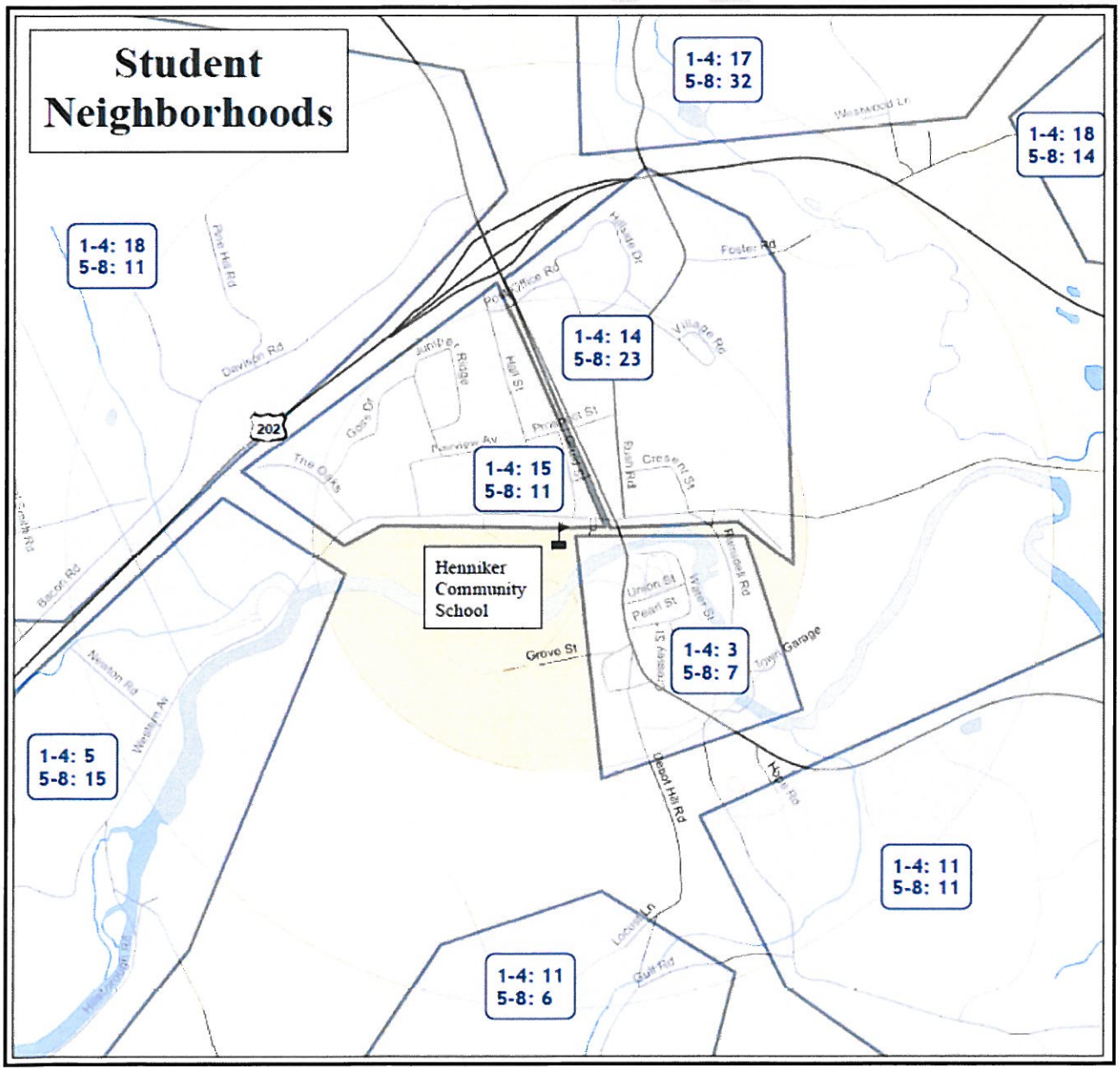
In December 2010, teachers at Henniker Community School completed a three-day walking/bicycling classroom tally using the standard forms and procedures for SRTS programs offered by the National Center for Safe Routes to School. The survey responses reveal that despite the relatively short distance from home to Henniker Community School for over 50% of the students, most have not or are not allowed to walk or bike to school. 49% of students identified the private family vehicle as their typical mode of transportation for getting to school, this was followed by the school bus at 38%. Just over 9% of students walk to school, while not one student identified bicycle travel as their choice of transportation. These figures clearly indicate that the walking and biking infrastructure that serves the school is in sub-standard condition in Henniker and present a poor perception of safety for parents and children alike. Even though walking and bicycling to school is rare in Henniker, over 40% of parents stated that their child had asked them for permission to walk or bicycle to or from school at some point in the last year. Parents overwhelmingly recognize the health benefits

associated with walking or biking to and from the school campus. Of those surveyed, 89% replied that it would be either healthy or very healthy for their children to walk or bike to and from school. Clearly, removing barriers to walking and bicycling would be beneficial in the minds of the majority of parents.

Follow up surveys and traffic studies will be conducted after the infrastructure improvements are made and the results will be used to measure success and to guide an action plan for continued improvements.

Using data from the parent surveys, primary student neighborhoods were identified. Map 2 shows how many students in 1st through 4th grade as well as students in grades 5th through 8th live in each neighborhood.

Map 2: Student Residential Neighborhoods

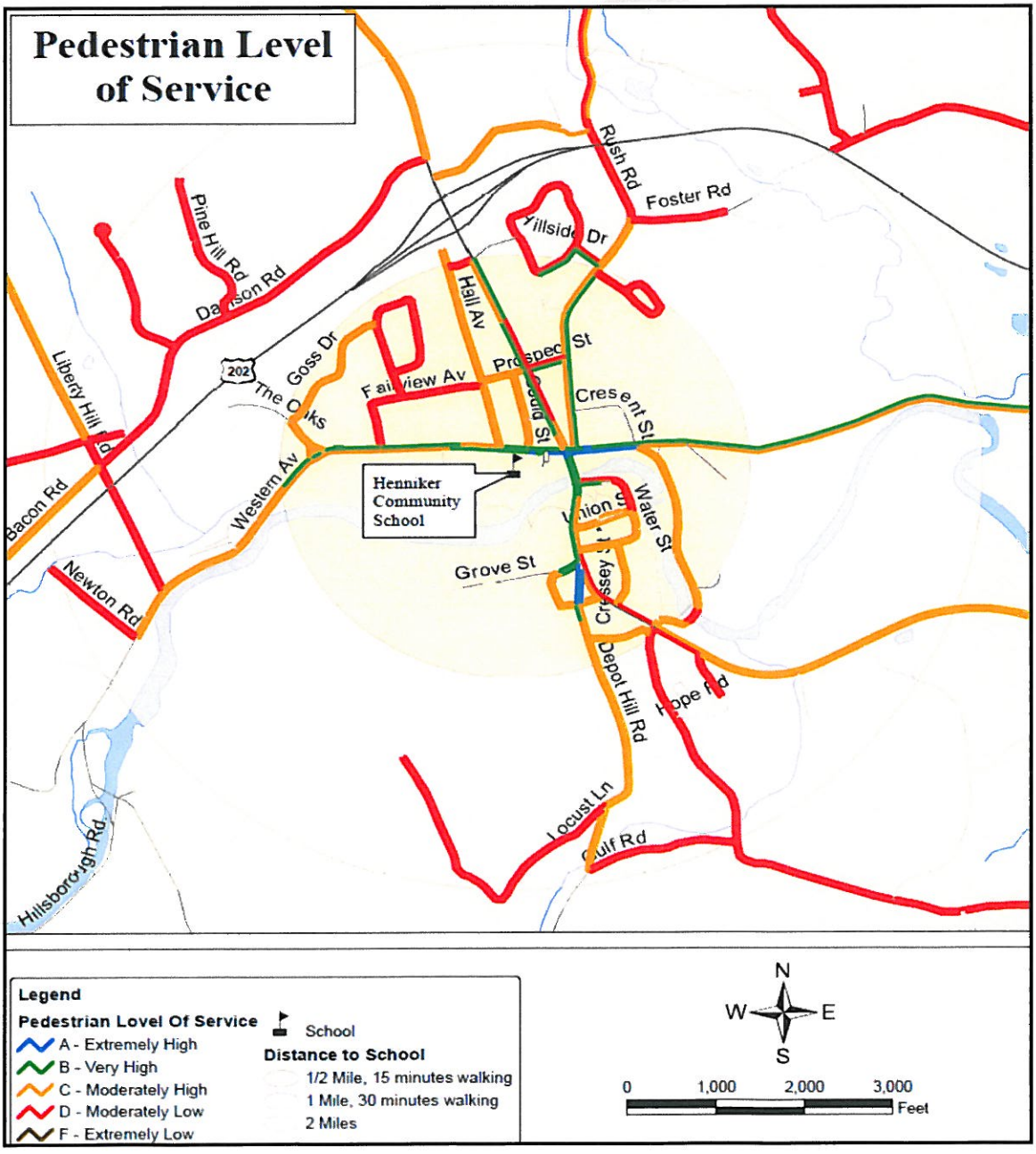


Level of Service

The pedestrian level of service (PLOS) map below illustrates the existing sidewalk locations within the study area with their respective grade and evaluation. The analysis was undertaken by CNHRPC in July 2011. PLOS calculates the walker's perception of comfort and safety. Factors that increase the perception of safety for the walker include:

- Presence of a sidewalk
- Lateral separation from motor vehicle traffic
- Barriers and buffers between pedestrians and motor vehicle traffic
- Motor vehicle traffic volume and speed
- Driveway frequency and access volumes

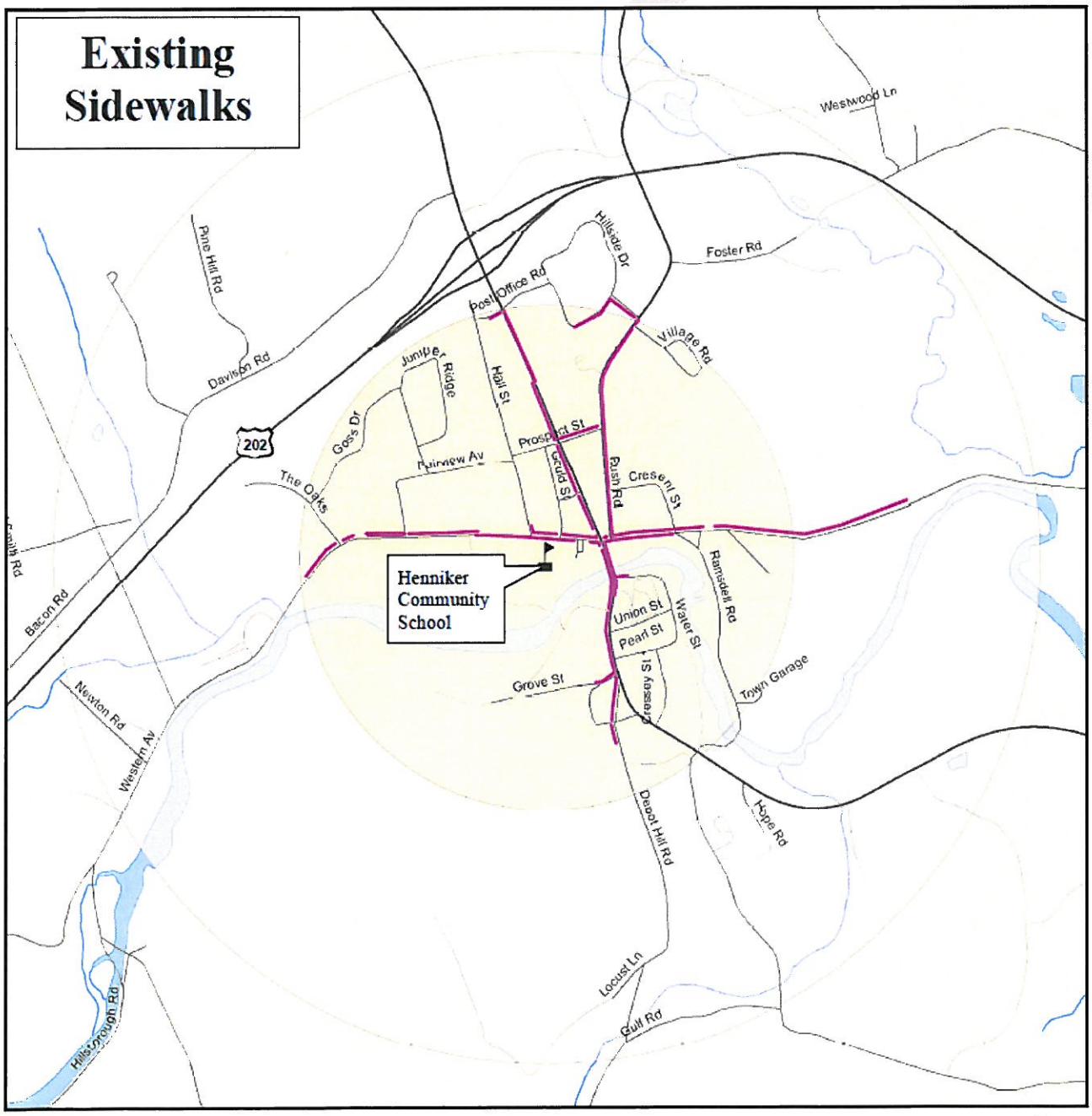
Map 3: Pedestrian Level of Service



Map 3 highlights the high percentage of traveled routes with a low pedestrian level of service. While the area in the immediate vicinity of the school campus scored relatively well, the approach routes from the student's residential neighborhoods are relatively poorly served and in need of improvement.

Sidewalk placement and condition are the most important criteria in determining PLOS. In most cases, where a very low rating is received it is due to the absence of a sidewalk. Such is the case in areas such as Fairview Avenue and Pine Hill Road. Map 4 below highlights the existing sidewalk network within the study area. It also clearly displays gaps in the network which negatively affect the safety of children on their way to and from school.

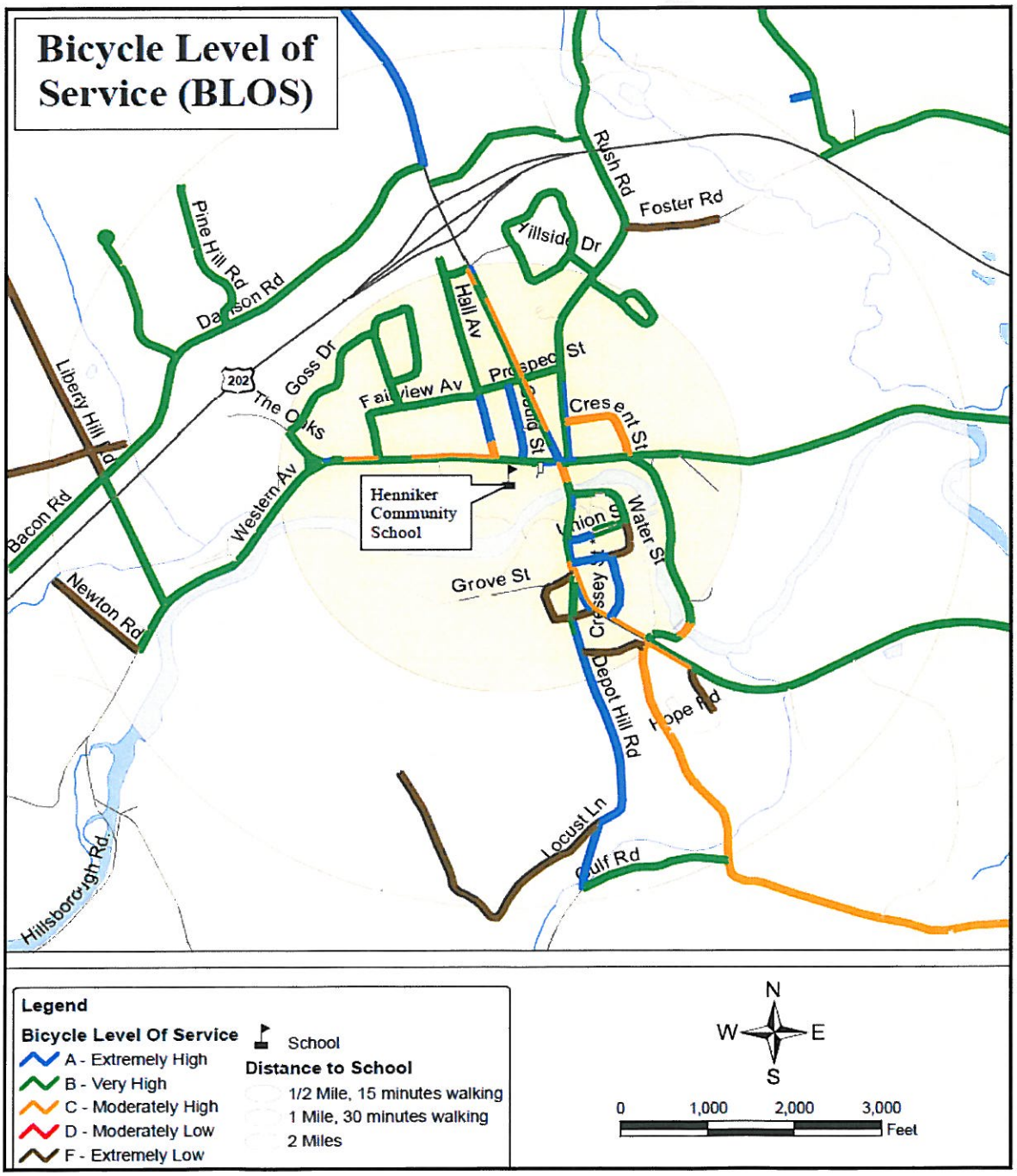
Map 4: Existing Sidewalk Network



Bicycle Level of Service (BLOS)

A Bicycle Level of Service (BLOS) analysis was also undertaken by CNHRPC staff in shared roadway environments. The analysis used criteria such as volume and composition of traffic, pavement condition, curb side lane width, presence of parking, presence of bike lanes, presence of drainage structures and traffic speeds. As indicated in Map 5 below, the BLOS in the study area is in relatively good condition; however, there is room for improvement at certain locations such as Foster Road, Liberty Hill Road and Locust Lane.

Map 5: Bicycle Level of Service



Walking Audit

In May 2011, the SRTS Committee, accompanied by CNHRPC staff, carried out a comprehensive walking audit in Henniker to examine and discuss the safety of existing and potential routes to school. The committee broke into a number of different groups with each group designated a particular route to examine. The locations were chosen by considering the most frequently used routes students now take to school and examining potential routes one-mile or closer to the school campus. The routes were first identified in a homework assignment and follow-up class mapping exercise that students, parents and teachers participated in. CNHRPC staff also undertook a second targeted walking audit to confirm field conditions, note any changes and confirm recommendations identified in the engineering section of this Travel Plan.

Evaluation factors considered during the walking audits include:

- Sidewalk continuity or lack thereof
- Sidewalk condition
- Handicap accessibility
- Sight lines of both pedestrians and drivers
- Placement and condition of crosswalks
- Placement and operation of traffic signals
- Presence of crossing guards

Figure 1: CNHRPC staff observing conditions along NH Route 114

Biking Audit

Similarly, in June 2011, representatives of the SRTS Committee and CNHRPC staff conducted a comprehensive biking audit in the study area focusing on the most popular routes to and from school. The biking audit focused on surface conditions, intersection performance, driver behavior and the perception of safety of the routes surveyed. A report from the audit and a subsequent field review session in October are provided in Appendix 1 of this document.

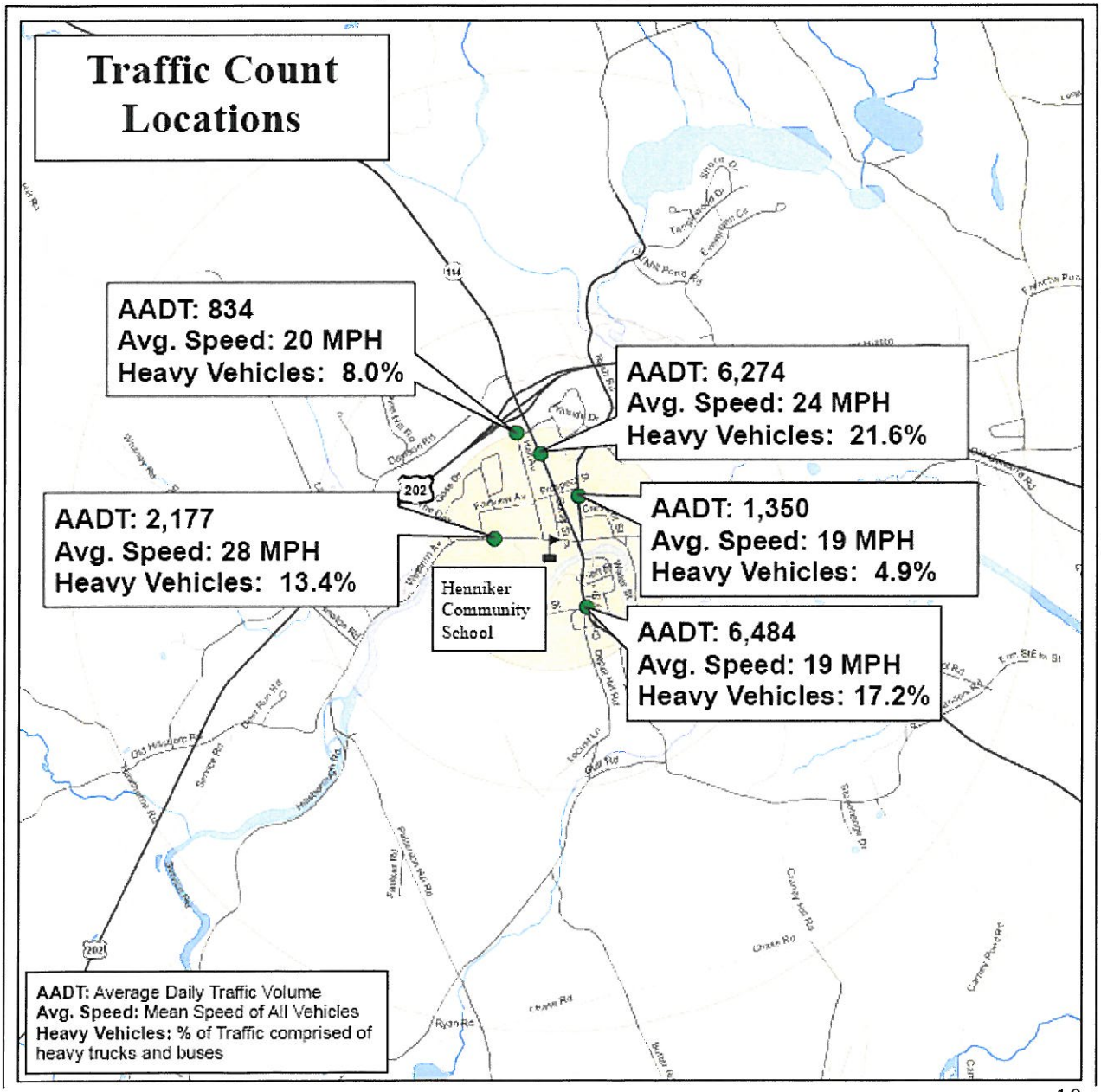
Both the walking and biking audits were of major importance to the identification of safer routes to and from school for Henniker's school children. Each group that took part in the walking audit and submitted a set of recommendations for improvements consistent with the 5 E's of a successful SRTS program. CNHRPC staff and committee members involved with the bike audit did the same. These recommendations were then discussed in detail at follow-up SRTS Committee meetings. The most relevant and important recommendations were identified by the Committee and graded in order of priority. The results of both the walking and biking audit are incorporated into the recommendations contained in the engineering section of the Travel Plan.

Figure 2: Selection of Images from May 2011 Walking Audit

Traffic Volumes

Traffic volumes in the study area are represented below in Map 6. Annual Average Daily Traffic (AADT) totals in the vicinity of the school are heavy considering Henniker's population of 4,836 people or just under 2,000 households (2010 US Census). Heaviest volume can be found along Western Avenue (2,177 AADT) and NH Route 114 (6,274 AADT). Both are busy regional routes, NH Route 114 in particular. It is unsurprising that both routes also have a high percentage of heavy vehicle traffic in comparison to other roadways surveyed during this study. Vehicle speeds were highest along the main regional thoroughfares of NH Route 114 and Western Avenue. An average speed of 28MPH along Western Avenue is of particular concern given its proximity to the school campus and the percentage of heavy vehicles. A collection of all traffic volume counts conducted by CNHRPC in the last ten years is attached in Appendix 2.

Map 6: Study Area Traffic Volumes



Intersection Turn Movement Analysis

The results of a comprehensive intersection turn movement analysis undertaken by CNHRPC staff are provided in maps 7-10 on the following pages, which represent all morning and afternoon peak hour turn movements recorded for cars, trucks and other heavy vehicles at the busiest intersections in the study area. CNHRPC staff also conducted visual observations of the interactions between pedestrians, cyclists and motor vehicles.

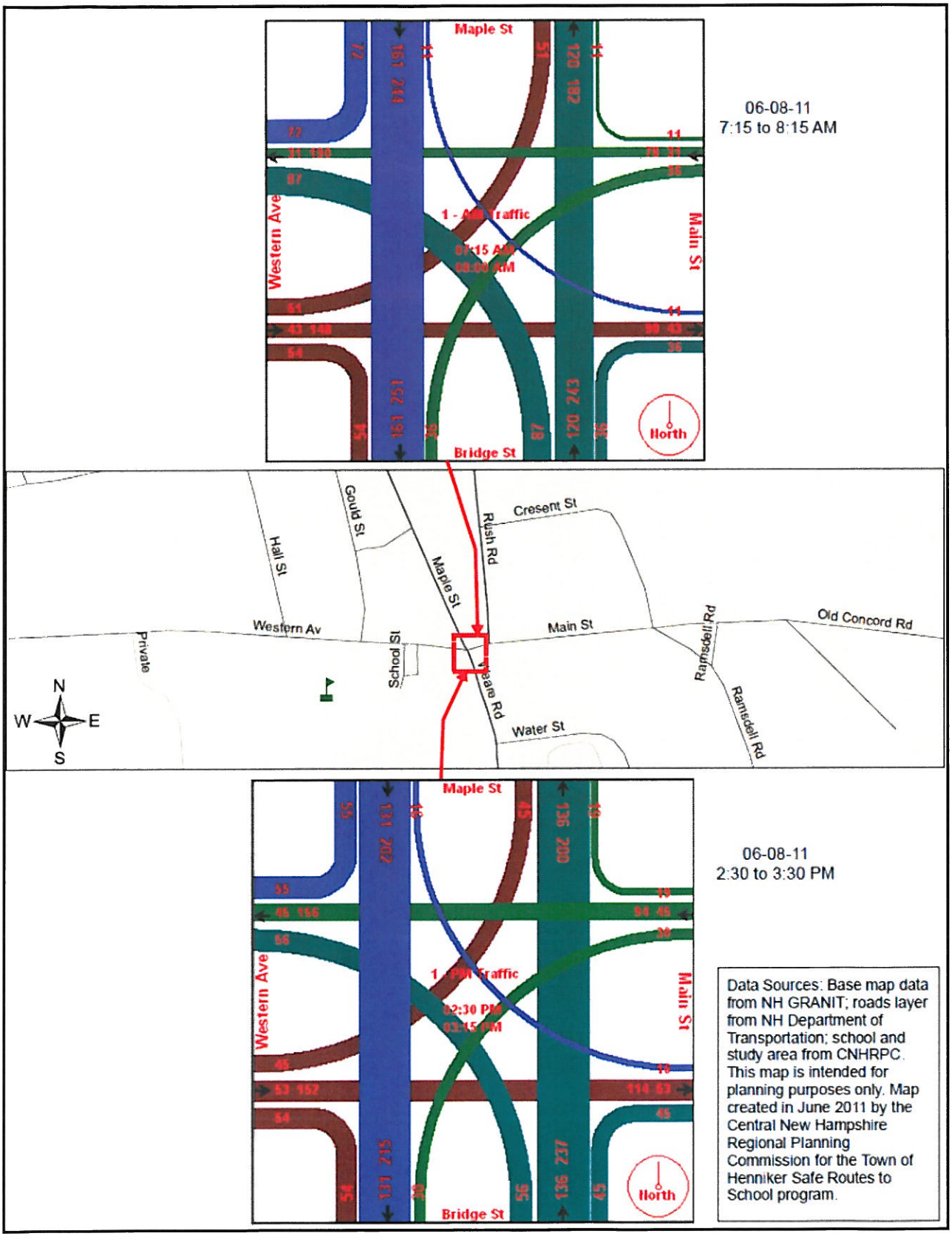
The SRTS Committee is particularly concerned with the intersection of NH Route 114 and Western Avenue/Main Street. In line with the traffic volume analysis carried out as part of this study and referenced on Map 6, this intersection has the highest turn movements in the study area with 1,426 vehicles entering and exiting the intersection on a typical weekday morning at peak travel times (7:15-8:15am). The afternoon peak hour total (2:30-3:30pm) was similar at 1,370 vehicles. The general area in the vicinity of this intersection has much potential for pedestrian/bicyclist conflict with turning vehicles and has been identified as a key factor in parents refusing to allow their children to walk to/from school.

Although the NH Route 114 and Western Avenue/Main Street Intersection is the most heavily utilized intersection in the study area the following intersections are also highly important to the safety and well being of children on the way to and from Henniker Community School:

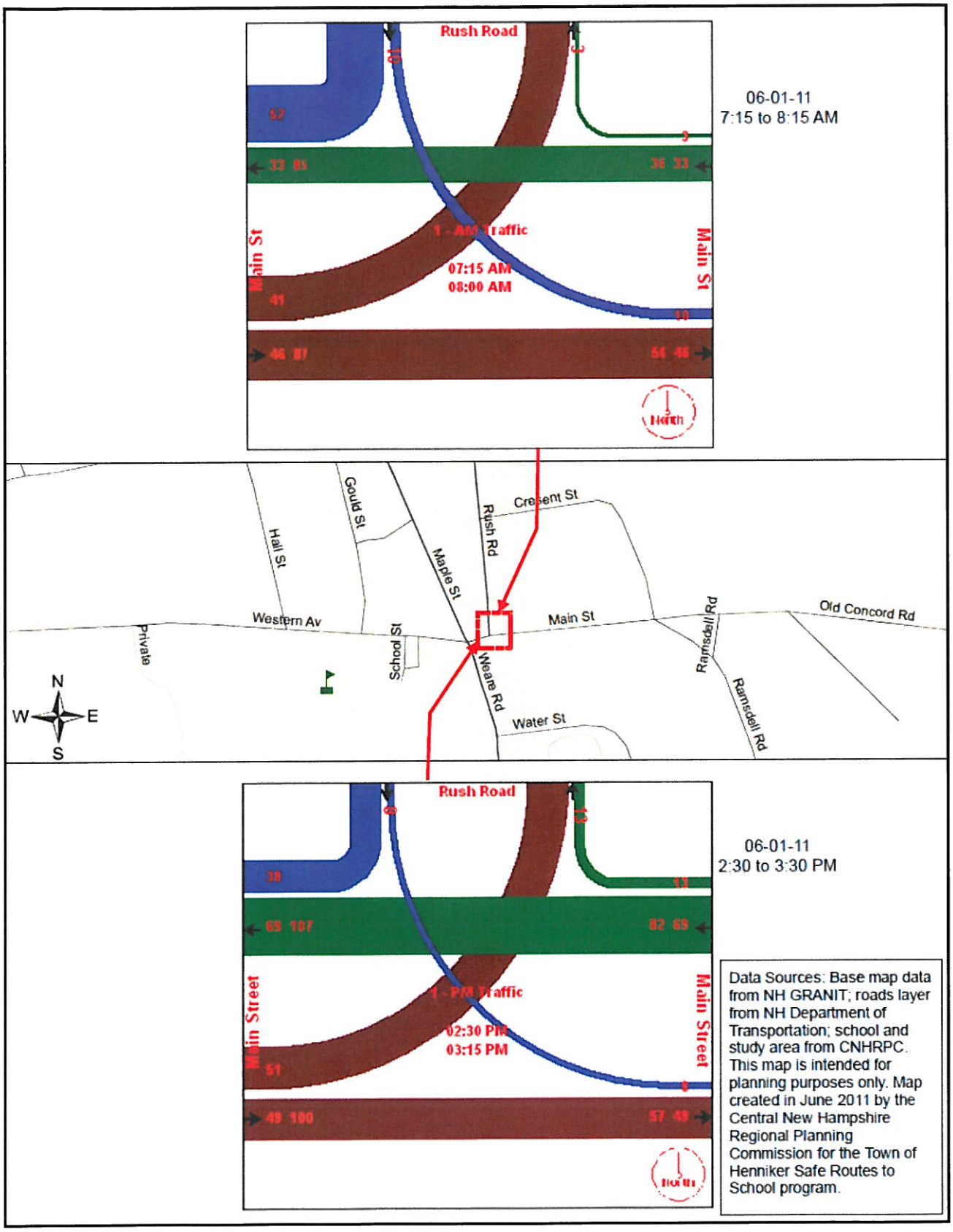
Figure 3: NH Route 114 & Western Avenue/Main Street Intersection Aerial

Rush Road/Main Street Hall Avenue/Western Avenue Cressey Street/NH Route 114

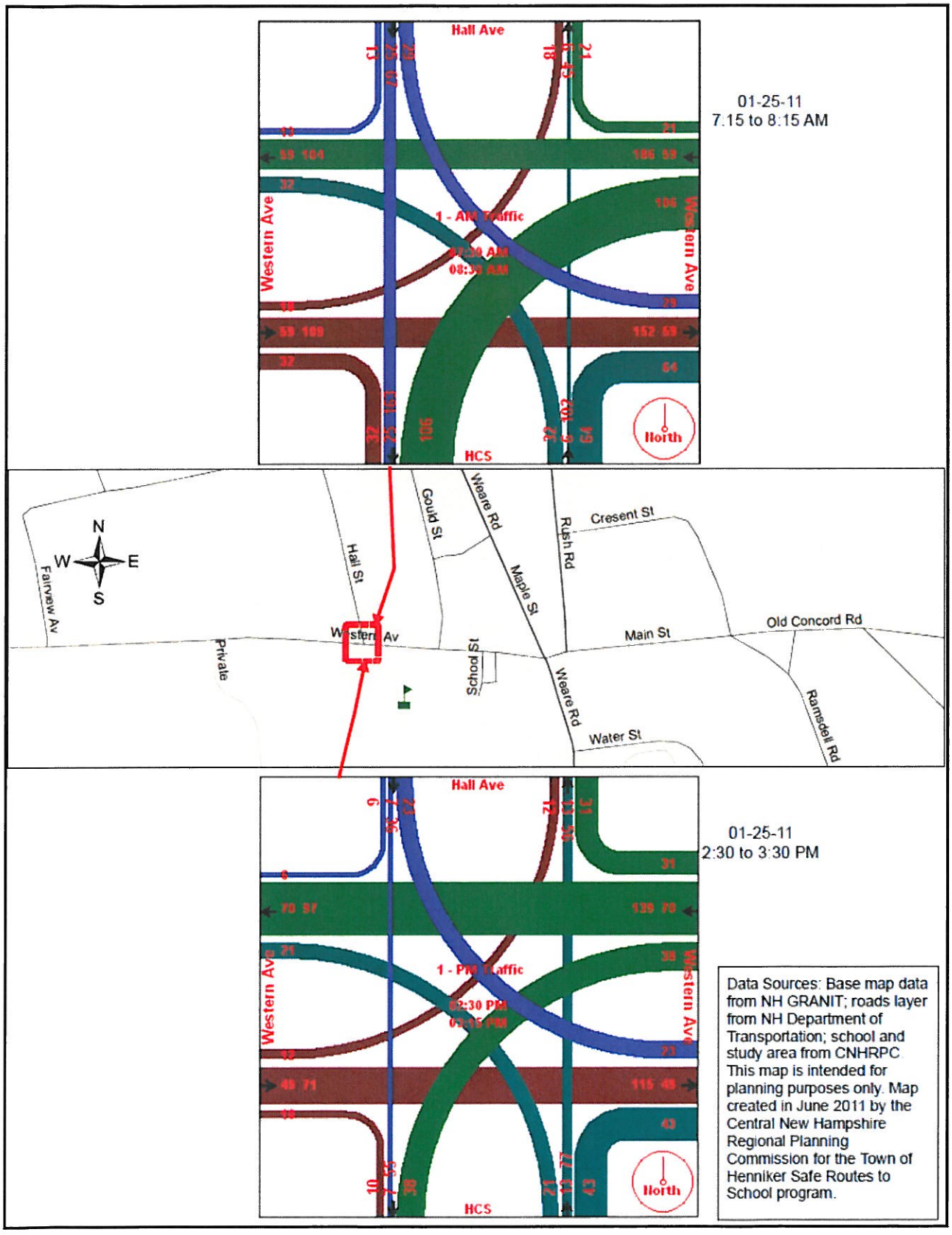
Map 7: NH Route 114 & Western Avenue/Main Street Turn Movement Analysis



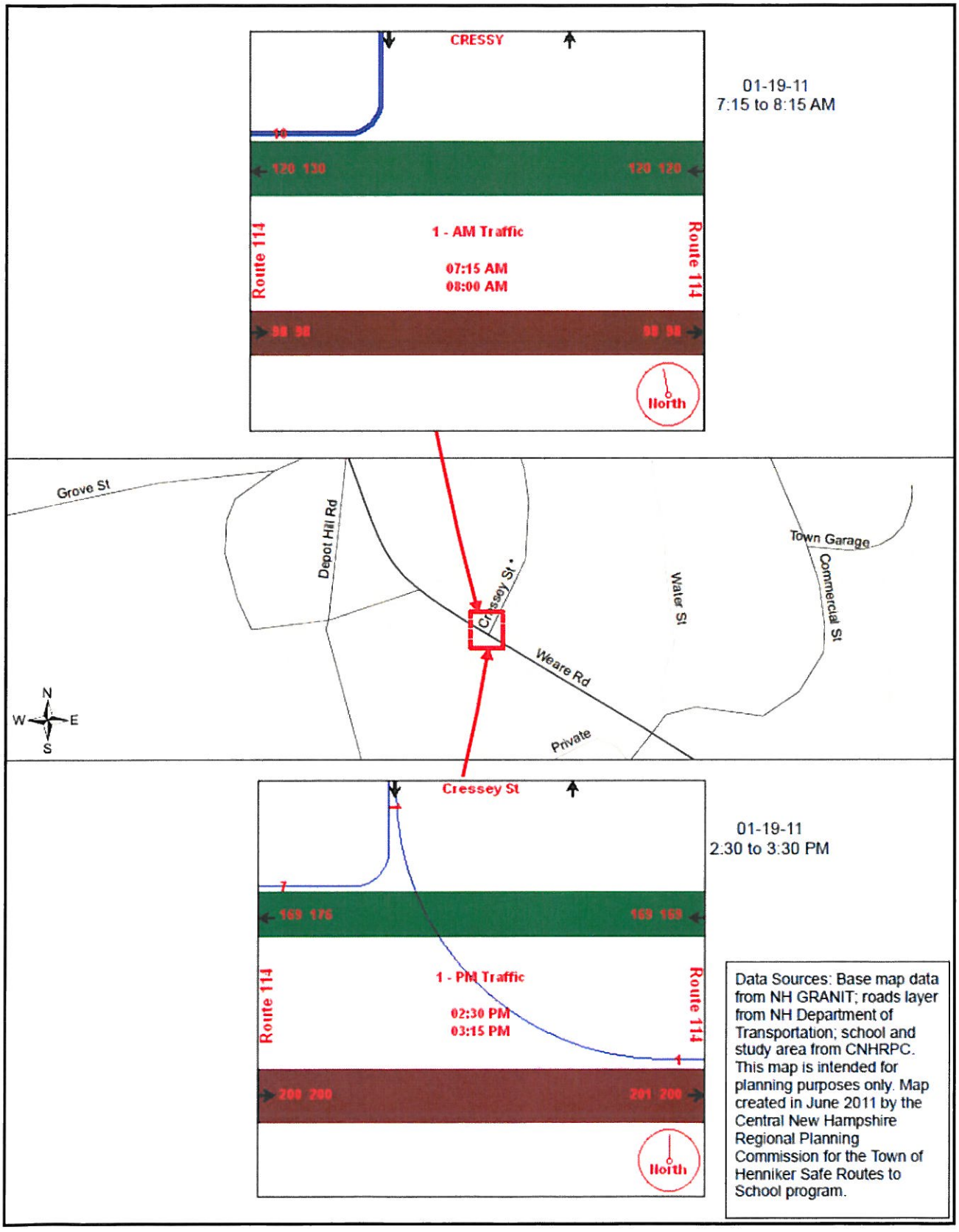
Map 8: Rush Road & Main Street Turn Movement Analysis



Map 9: Hall Avenue and Western Avenue Turn Movement Analysis



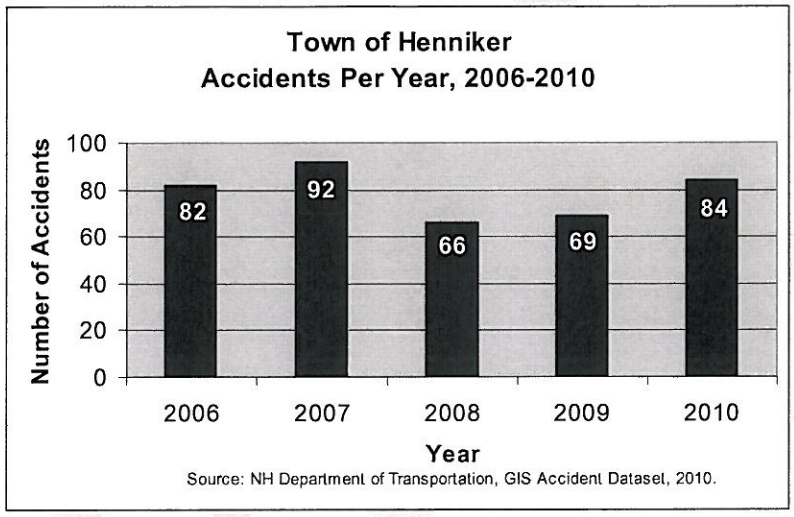
Map 10: Cressey Street and NH Route 114 Turn Movement Analysis



Roadway Safety Analysis

As part of this study, detailed accident data was collected from NHDOT reports from 2006-2010 and the locations of the accidents were mapped. Accidents were tabulated for the years 2006 through 2010 and the locations and the factors contributing to accidents were then analyzed for trends. Table 1 below highlights the frequency of accidents per year from 2006-2010. In 2008 and 2009, accidents dropped significantly only to rise again in 2010. This is a worrying trend and highlights the importance of needed infrastructure improvements in the study area. Map 11 also highlights each individual accident location by year and is a useful reference when viewing the summary tables below.

Table 1: Accident Rates 2006-2010



Vehicular Accident Data within 1Mile Radius of Henniker Community School

Four traffic fatalities occurred between 2006 and 2010. Vehicular accidents were most common on the main roads through town – NH Route 114 (Bradford Rd., Bridge St., Maple St. & Weare Rd.), Route 202 and Western Ave. Fifty accidents occurred along Route 114, thirty-six of which were during daylight hours and most with a dry road surface. Route 114 ranks first in terms of total accidents and injuries and is equal with Route 202 in terms of fatal traffic accidents. Route 114 has been broken into sections according to street name in the following data. Note that the following table (Table 2) presents an accident analysis of roads that are within a one-mile radius of the school.

Table 2: Vehicular Accident Data Summary

Location	Accidents 2006-2010	Observations and Common Conditions
US Route 202	32	Collisions between one, two and three vehicles. More than half the collisions occurred near Route 114. Two accidents were on the on/off ramps. Three occurred at an intersection. Two resulted in pedestrians being injured and two resulted in fatalities. Fourteen accidents were between motor vehicles. Seven accidents involved animals. Thirteen accidents occurred at night. Ten accidents occurred with snow/slush on the road. At least thirteen injuries were reported, and two involving pedestrians.

Location	Accidents 2006-2010	Observations and Common Conditions
Bridge St. (Route 114)	19	Three collisions involved a vehicle and various fixed objects, the rest were between two motor vehicles. Eleven accidents occurred at the intersection of Main and Western Avenue. Road conditions were normal. Surface conditions were mostly dry with a couple wet and one snow/slush. Three occurred at night with street lights on. There were five reported injuries, and in one accident, a pedestrian was involved in at least one accident.
Circle St.	2	Collisions between one and two vehicles. One accident also involved a pedestrian. Road conditions were normal, surface conditions were dry and both incidents occurred during daylight. There were no injuries.
Depot Hill Rd.	4	Collisions between two vehicles. Road conditions were normal. Surface conditions were dry, except in one case where they were wet. Two accidents occurred in daylight, one in the dark with lights on and one with street lights off. There was one reported injury, and it was not pedestrian related.
Flanders Rd.	1	One vehicle overturned near the intersection of 114. It occurred in the winter during sleet with a snow/slush road surface. There were two reported injuries, and they were not pedestrian related.
Gould St.	1	Collision with a parked vehicle. The accident occurred in the dark with street lights on. Surface conditions were snow/slush. There were no reported injuries.
Grove St.	1	Collision between two vehicles. Surface conditions were dry. It was dark with street lights on. There were no injuries.
Gulf Rd.	1	Collision between one vehicle and a guard rail. Surface conditions were dry. The collision occurred in the dark with no street lights. There were no reported injuries.
Hall Ave.	2	Collisions between two vehicles, one of which struck a parked car. Road conditions were normal. Surface conditions were either wet or dry. Accidents occurred in daylight or at night with street lights on. There was one reported injury, and it was not pedestrian related.
Liberty Hill Rd.	1	Collision between two vehicles. Surface conditions were wet. Accidents occurred in daylight. No injuries were reported.
Main St.	4	Collisions between two vehicles, one struck a parked car. Surface conditions were dry. Two accidents occurred at daylight, one was unknown and the other involving the parked car occurred at dark with the street lights on. Two occurred at the intersection with 114 where one injury was reported.
Maple St. (Route 114)	10	Collisions between one, two, or three vehicles, two of which involved a telephone pole. Road conditions were normal. Two occurred at dark with street lights on, the rest were during daylight. Surface conditions were dry in all but one instance when they were wet, in that one case it was raining and there was a single fatality near Prospect Street. Seven injuries were reported in all of the accidents.
New England College	1	Collision between two vehicles in west parking lot. Road conditions were normal. Surface conditions were dry. Accident occurred in daylight. No injuries were reported.

Location	Accidents 2006-2010	Observations and Common Conditions
Old Concord Rd.	5	Four Collisions between one vehicle and various fixed objects. One collision between two vehicles. Road conditions were normal. Surface conditions varied from either dry, wet or snow/slush. Two accidents occurred in daylight, three accidents occurred at dark with no street lights. Four injuries were reported, none of which involved pedestrians.
Prospect St.	3	Collisions between two vehicles, two near the intersection Prospect and Route 114. Road conditions were normal. Surface conditions were dry, except in one instance snow/slush. Accidents occurred at dark with the street lights on, except for one which occurred in daylight. No injuries were reported.
Ramsdell Rd.	2	Collisions between two vehicles. Road conditions were normal. Surface conditions were dry. Both accidents occurred in daylight. No injuries were reported.
Rush Rd.	5	Collisions between one and two vehicles. One hit a telephone pole; one hit a tree and one overturned. Road conditions were normal. Surface conditions varied from either dry or wet. One occurred at dark with no street lights, the rest were during daylight. Two injuries were reported, none of which involved pedestrians.
Union St.	2	Collisions between two vehicles. Road conditions were normal. Surface conditions were dry. One accident occurred in the dark with street lights on and one occurred during the daylight. No injuries were reported.
Warner Rd	1	Collision between one vehicle and a barrier/fence north of Foster Road. Road conditions were normal. Surface conditions were dry. Accident occurred in the dark with no street lights. No injuries were reported.
Weare Rd (Route 114)	10	Collisions between one, two, or three vehicles, six of which involved various fixed objects. One vehicle overturned. Surface conditions were mostly dry except for one wet and one snow/slush. One incident occurred at dawn, and one at night with no street lights. Four took place at night with street lights on and the four more during daylight. One fatality and three injuries were reported, none of which involved pedestrians.
Western Avenue	12	Collisions involving one and two vehicles and in one case a fixed object and a thrown or falling object. Six accidents were intersection related. Surface conditions varied from dry to wet to snow/slush. One incident occurred at dusk and one in the dark with lights on, the rest were during daylight. Two injuries were reported. A pedestrian was involved with on two vehicle collision.
Total:	131	

Pedestrian/Bicyclist Related Accident Data

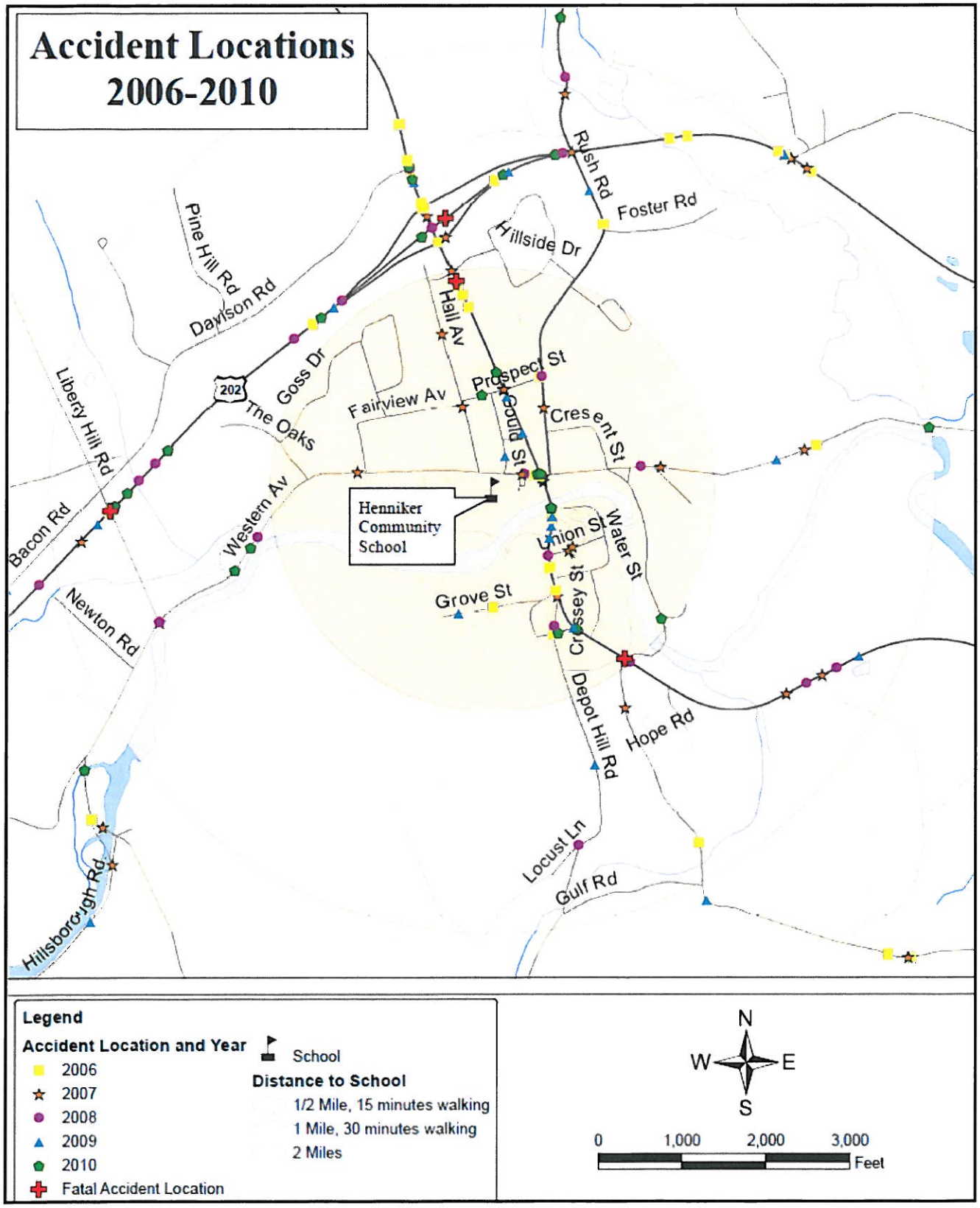
Between 2006 and 2010, there were a total of five reported accidents involving pedestrians or bicyclists, with three occurring in 2006, one in 2008, and the other in 2010. Two of these accidents occurred on US Route 202, one occurred on Bridge Street (Route 114), one occurred on Western Avenue and one on Bradford Rd (Route 114). All of the accidents involved two vehicles. Of the five accidents, four involved pedestrians and one involved a bicyclist. The accident with the bicyclist was the only one that was intersection related. Two injuries were sustained and no fatalities resulted

from these accidents. In light of these accidents, proposed school routes should be designed to minimize travel along these roads.

Table 3 – Pedestrian/Bicyclist Related Accident Data Summary

Location	Accidents 2003-2007	Description
US Route 202	2 in 2006	Both two vehicle pedestrian accidents were near the intersection of Route 114. One accident occurred on the ramp between two vehicles with a dry road surface in the daylight. The road alignment was "curve and level" and conditions were normal. There were no injuries reported. The other accident took place west of Route 114 with a dry road surface and in the dark with no street lights. The road alignment was "straight and level" and in normal condition. There was one injury.
Bradford Rd.	1 in 2008	A two vehicle bicyclist accident at the intersection of Davison Road. The road alignment was "straight and level" and the road was in normal condition. Surface conditions were dry and it occurred during daylight. There was one injury.
Bridge St.	1 in 2010	A two vehicle pedestrian accident at the intersection with Western Avenue. The road alignment was "straight and level" and the road was in normal condition. Surface conditions were dry and it occurred during daylight. There were no injuries.
Western Ave.	1 in 2006	A two vehicle pedestrian accident occurred west of Route 114. The road alignment was "straight and level" and in normal condition. The road surface was wet and the accident occurred during daylight. There were no injuries.

Map 11: Accident Locations



Education, Encouragement & Enforcement

Encouragement, education and enforcement are key elements in the process of changing people's perception of, and behavior toward walking and biking to school. The following is a summary of these activities in Henniker.

Education

The educational element of this SRTS program has been based on partnerships with the community. As indicated in the parental survey, the overwhelming majority of parents are reluctant to let their children walk/bike to school given current conditions. Therefore, the committee realized that it was necessary to work with parents to show them the benefits of walking and biking to school. This was accomplished in a number of different ways. First, the SRTS Committee worked with the CNHRPC to develop attractive flyers and pamphlets that explained the health benefits for children of walking and biking more. Ongoing efforts also include setting up bicycling, walking and carpooling groups and offering emergency rides home when parents use one of those travel options to work.

Preceding the formation of the SRTS Committee, the Henniker Police Department and Henniker Community School Physical Education Teacher Peg Keeler have worked tirelessly to ensure that all students are adequately trained in safe walking and biking practices by offering both general and advanced bike safety instruction through the school.

The SRTS Committee has plans to work with the Director of the New Hampshire Bike Walk Alliance, who is a nationally certified instructor with the League of American Bicyclists to teach both students and parents safe riding techniques, how to identify safe routes and how to wear the proper equipment for safe cycling. This will reinforce the excellent work already undertaken by Ms. Keeler and the Police Department. In addition, the school has plans to work with the Center for Health Promotion and the New Hampshire Hospital Association to gather and present data on the health benefits of walking and bicycling to/from school.

The school will also host assemblies for students and parents as the infrastructure improvements are being made to help them to understand how to use the enhanced and new sidewalks and crosswalks in the study area. All of the education-related goals have been accomplished in a number of different ways and are summarized below:

- School administrators worked with CNHRPC staff to develop attractive fliers and pamphlets that explained the health benefits of walking and bicycling for children. The fliers and pamphlets were distributed to all students to bring home.

- The "Don't Be a Road Hog" and "Don't Be a Road Warrior" pamphlet was also distributed to students to bring home and discuss with parents.

- Students were asked to bring home blank maps developed by CNHRPC staff. Students were then asked to work with their parents to identify the routes to school they take and to think about future safe routes. The students then placed map pins on large-scale maps as part of school-wide geography exercises.

- CNHRPC staff made presentations to community organizations and will continue to do so about the benefits of safe routes. Presentations focused on the community-wide benefits that SRTS can provide, presented options on how residents and business owners would partner in the program and solicited comments for how to improve routes to school.

- School administrators met with the local student transportation company to discuss the benefits of walking and bicycling to school and how the transportation company could participate in Walk/Bike to School Days to help students be more physically active.

- The Henniker Police Department, Ms. Keeler, and the Henniker Lions Club sponsored a bike rodeo in June 2011. Students were given a brief presentation on the rules of the road and were properly fitted with helmets. The police also promoted free bike identification to help locate a stolen bike.

The Task Force is also planning future educational opportunities, including:

- The Police Department is planning a neighborhood safety meeting with a SRTS focus. The Police Department will work with parents and students on how to identify danger on the streets, how to walk and bicycle safely and how to work together to keep children safe in their neighborhoods.

- The Police Department is planning a bicycle rodeo for April 2012 that will help students understand safety issues relating to bicycling to school and will teach students basics of bicycle maintenance and riding safely. Additional bicycle rodeos are being planned for the 2011-12 school year.

- The Task Force will apply for a SRTS Startup grant in 2011. The grant will request funds for purchasing materials to train school crossing guards among other things.
- The Task Force plans to work with the Bicycle Walk Alliance of New Hampshire to offer students, parents and teachers a course in safe riding techniques, identifying safe routes and wearing the proper bicycling equipment.

- School administrators plan to hold assemblies for students and parents as future infrastructure improvements are made to help them understand how to use the infrastructure.

Encouragement
Given that parents perceive traffic speeds and the lack of sidewalks to be among the greatest impediments to safe pedestrian and bicycle access to Henniker Community School, the development of infrastructure will go a long way toward encouraging walking and biking to the school campus.

The SRTS Committee will work with the Henniker Police Department and a local bicycle shop in Concord, to provide bike helmets, locks and pedometers at low or no cost to students and parents. Pedometers can create a friendly competition among the students and faculty to see who can walk the most in a given time and can be used by teachers in mathematics or other lessons. At the discretion of school administration, students will be sent home with bicycling and walking logs and offered prizes depending on the levels to which they participate. For students who live outside of the school's two mile radius, other incentives could include how much a family walks/bikes on weekends, etc. Events have also come in the form of "bike rodeos" and "walking school buses" to make walking and biking interesting and exciting. Ms. Keeler and committee members lead "walking school buses" and will also work with Ms. Keeler to walk and bike with students on the new infrastructure improvements similar to a "nature trail."

The committee plans to hold monthly walk to school days this year, and the group is also planning to celebrate the National Walk to School Day. These events include incentives to students to participate such as healthy snacks, certificates and arrival breakfasts and hot chocolate.

All of the encouragement-related goals have been accomplished in a number of different ways and are summarized below:

- The construction and repair of infrastructure will go a long way toward encouraging walking and bicycling to the schools, particularly given parent concerns about traffic speeds and the lack of safe infrastructure. Early in this plan's development, the Task Force decided to address those concerns to get students walking to school safely. Walk/Bike to school days were developed and were intended to promote health, fun, and safety. The Task Force wanted children, who are able, to rediscover benefits of walking or biking to school and to do so safely.

- Walk/Bike to school days began in 2010 when only a handful of students were walking to school. With their growth, the Task Force plans to work with school administrators and partners to offer Walk/Bike to school days from the start of the 2010-11 school year. The Task Force also plans to examine expanding Walk/Bike to school days to additional days. Critical to the success of Walk/Bike to school days is the partnership of community leaders and members.

- The Task Force will organize fun walk/bicycle to school events for International Walk to School Day in October and Green Commute Week in May.

- The Police Department a local bike shop will work together to provide bicycle helmets, locks and pedometers at low or no cost to students. Pedometers can create a friendly competition among the students and faculty.

- Several community groups are planning on participating in "walk to" events from the school during the year.

Enforcement

The Town's commitment to enforcement has been evidenced by the close relationship the School District and SRTS Committee maintain with the Henniker Police Department. The Police Department has a strong history of working with the School District to promote safety for its students on the way to and from school, including offering a bike safety class to students in the past. The Henniker Police Department is also proactive with traffic enforcement, covering existing conditions in the school area, and being particularly keen to assist students traveling along the proposed new infrastructural enhancements to ensure maximum use.

The Police Department diligently enforces the school speed zone. The addition of two radar speed "driver feedback" signs outlined in the engineering section below would further aid the Police Department with enforcement. The radar signs will have a traffic calming effect by reminding drivers when they are exceeding the speed limit in the school zone. The radar signs will also have data collection capabilities compatible with StreetSmart software. This will allow the department to analyze the data to determine the most appropriate times for enforcement activities.

The Police Department plans to also set up radar posts where they will have officers in an area. If an unacceptable speed is observed, that vehicle will be waved over and the driver's behavior will be addressed. The police officer will explain to the operator why they have been stopped and the importance of traveling at a safe speed in that area. This will also tie into the educational element of this SRTS Travel Plan.

The Task Force is also planning for future enforcement opportunities, including:

- The Task Force plans to work with the Police Department to identify and screen potential crossing guards to place at intersections that the Task Force identified as dangerous to children. The Task Force requested funding for four crossing guard paddle stop signs, vests, gloves and training materials in the Startup grant application.

- The Police Department plans to make classroom presentations students and to continue distributing materials on walking/biking safely to school as needed. Presentation topics will include walking/ bicycling in a buddy system, knowing when to spot danger and how to deal with dangerous situations.
- The Police Department plans to work with John Stark students through school administrators and drivers' education teachers to encourage students to drive safer since many of the operators observed speeding around the schools originate from the High School. The program will encourage safe driving, heighten driver safety awareness and foster driver courtesy.

- The Task Force plans to continue working with the Police Department, the public and CNHRPC staff to identify and patrol locations where speeding issues around the schools present the greatest danger. This will be accomplished through parent surveys, speed counts and a town-wide forum the Police Department and CNHRPC are planning.

- The Task Force plans to work with CNHRPC staff to develop a School Zone Pace Pledge. The pledge would be given to students to bring home to their parents and to return to their teachers. It would be a pledge to drive the school zone speed limit and obey school parking, drop off and pick up policies.

Engineering

The following are engineering recommendations to improve walkability and biking opportunities to the Henniker Community School Campus. While a number of recommendations relate directly to areas adjacent to the school campus, several relate to Henniker Village and surrounding neighborhoods. The walking and biking audit carried out in summer 2011, along with concerns noted in the surveys and discussions with parents and students influenced the recommendations, specifically concerns about the Main Street/Western Avenue and NH Route 114 intersection, Rush Road and Hall Avenue.

All engineering recommendations contained in this plan will work toward achieving and enhancing this priority goal and ultimately improving safety and accessibility for students and parents going to and from the Henniker Community School Campus.

Non-Infrastructure Recommendations

The following recommendations have been identified by the SRTS Committee based on existing or recently-started programs in the community,

- Develop a no-idling policy and no parking policy in front of the school to reduce queuing, congestion, and vehicles parking on the existing sidewalk.

- Continue safe walking programs being implemented by school staff and increase opportunities when infrastructure is changed.

Infrastructure Recommendations

The following recommendations have been identified based on the analysis of safety and infrastructure issues identified earlier in this document. The recommendations are combined by location and each location is prioritized by highest need to lesser need. The recommendations are also broken out by the likely ability to be completed.

1. Main Street Intersection Safety Improvements

Short Term

- Paint a 125 linear foot crosswalk with "footprints" across the pharmacy parking lot with signage that directs pedestrians to the pharmacy sidewalks.
- Work with pharmacy management to repaint its loading zone in a new location so that it no longer conflicts with its sidewalk.
  On the Main Street side of the pharmacy's sidewalk, add wayfinding signage and an ADA compliant platform to direct pedestrians to this area who plan to cross Main Street.

Mid Term

- Repave approximately 950 linear feet of sidewalk on Route 114 from the intersection to Que Pasa restaurant where the sidewalk is not currently ADA compliant width.
- Remove/reposition landscaped area at Gin Gin restaurant so that it does not conflict with the crosswalk in its parking lot.
- Work with laundromat management to adjust its parking policies to parallel parking to help reduce conflicts of vehicles and pedestrians.
- Work with CNHRPC and the NH Department of Transportation to conduct a Road Safety Audit of the intersection and to study the feasibility of traffic calming and safety improvements including possible redesign options.
- Consider applying for a Highway Safety Improvement Program grant to implement safety improvements at the intersection that were identified in the Road Safety Audit.

Figure 4: SRTS Committee Members Observe the Main Street Intersection

2. Western Avenue Safety Improvements

Short Term

- Add speed feedback signage at pizza shop on northern side of road and replace outdated signage with new signage and place approximately 400 feet from school driveway.
- Replace current crosswalk at New England College athletic fields with new crosswalk 50 feet west (toward Henniker Community School) for improved sight distance for oncoming vehicles and straighten intersection across road.
- Partner with property owners at house #156 and #216 to divert water draining and freezing on sidewalks in front of their homes in the winter.
- Design and construct approximately 300 linear feet of granite curbing on northern side of road from the Main Street intersection to the intersection of Hall Avenue and add no parking zone signage.
- Install crosswalk signage in front of school at the crosswalk where students cross into school.
- Partner with property owners to trim hedging and other obstructions encroaching on sidewalks to ensure that pedestrians have enough safe walking space.

Figure 5: Western Avenue's poor pedestrian facilities

Mid Term

- Investigate rights of way to determine feasibility of adding overhead lighting at tennis court intersection, school driveway, and Main Street intersection.
- Design and construct approximately 85 linear feet of granite curbing around Colby Hill Inn heading east and adding ADA compliant tip downs.
- Reconstruct entire sidewalk and add granite curbing on southern side of road.

Long Term

- Design and construct approximately 590 linear feet of sidewalk and granite curbing from Colby Hill Inn to Fairview Avenue.

3. Rush Road Safety Improvements

Short Term

- Design and construct approximately 445 linear feet of granite curbing and rehabilitate the sidewalk from Main Street to Crescent Street.
- Add signage for crosswalk at Rush Square and chevron signage at Hillside Drive.
- Move the stop bar forward at the intersection of Western Avenue to increase sight distance looking onto Western Avenue/Main Street.
- Move the stop bar forward at the Prospect Street intersection and crosswalk signage.
- Partner with property owners to trim hedging and other obstructions encroaching on sidewalks to ensure that pedestrians have enough safe walking space.

Mid Term

- Design and construct approximately 660 linear feet of sidewalk and granite curbing on Rush Road from Crescent Street to Prospect Street.
- Work with CNHRPC and NH Department of Transportation to study the feasibility of reconfiguring the intersection at Rush Road and Foster Road.

Long Term

- Design and construct approximately 580 linear feet of sidewalk from Prospect Street to the Rush Square housing complex.
- Reconstruct approximately 600 linear feet of existing sidewalk from Rush Square to Hillside Drive.

4. Hall Avenue/Western Avenue Intersection Improvements

Short Term

- Reduce the turning radius from Western Avenue onto Hall Avenue by adding granite curb extensions or bump-outs to reduce vehicle speeds entering and exiting Hall Avenue.

- Repaint the road and ensure that turn channels for vehicles turning onto Western Avenue.

Mid Term

- Retain engineering services to study the feasibility of reconfiguring the intersection with Western Avenue to reduce the slope, "Teeing" the intersection and removing the island.

- Investigate rights of way to determine feasibility of adding overhead lighting at the intersection.

5. Hall Avenue Safety Improvements

Short Term

- Investigate rights of way to determine the feasibility of painting 3-foot shoulders for bike lanes from the Western Avenue intersection to the Post Office. Current vehicle travel lane widths are approximately 10.5 feet.

- Partner with residents to trim hedging and other obstructions encroaching on sidewalks to ensure that pedestrians have enough safe walking space.

Mid Term

- Add a pedestrian island at the Prospect Street/Fairview Avenue crosswalk.

- Work with Ayer & Goss management to reduce its entrance/exit space by approximately 90 linear feet with sidewalk and granite curbing to increase safe walking areas and reduce multiple conflict points with pedestrians.

6. Bridge Street Safety Improvements (Toward New England College)

Short Term

- Add crosswalk signage at Bridge Street intersection and at the Water Street intersection.

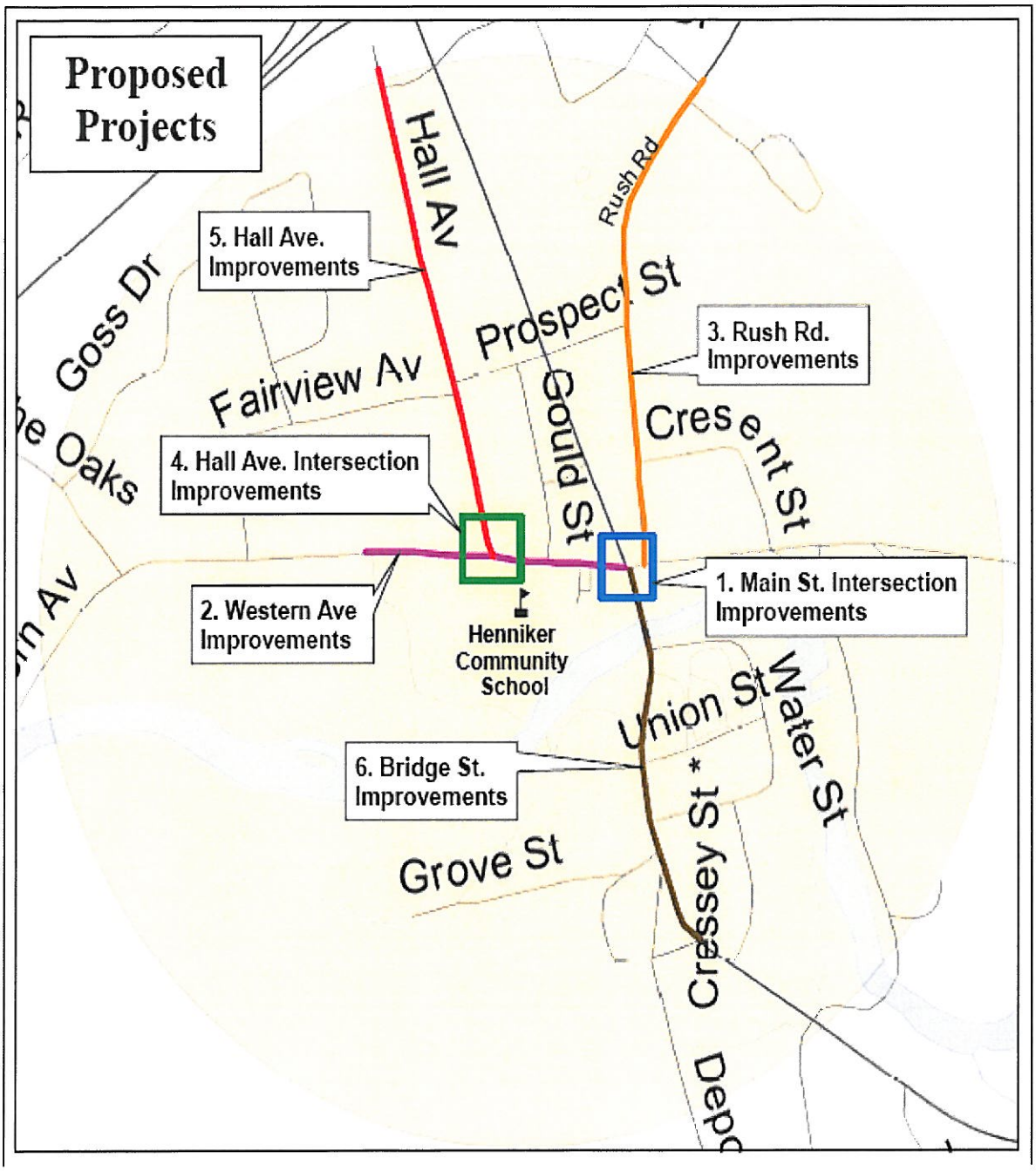
Mid Term

- Work with CNHRPC and the NH Department of Transportation to study site line distance issues at the Pearl Street and Cressy Street intersections.

Long Term

- Rehabilitate and elevate the approximately 370 linear feet of sidewalk from the New England College Admissions office driveway to Circle Street intersection.

Map 12: Henniker SRTS Improvement/Project Area



Appendix 1

Please see attached.

Bicycling & Pedestrian Safety Assessment For Henniker

Prepared by Central New Hampshire Regional Planning Commission
November 2011

Introduction

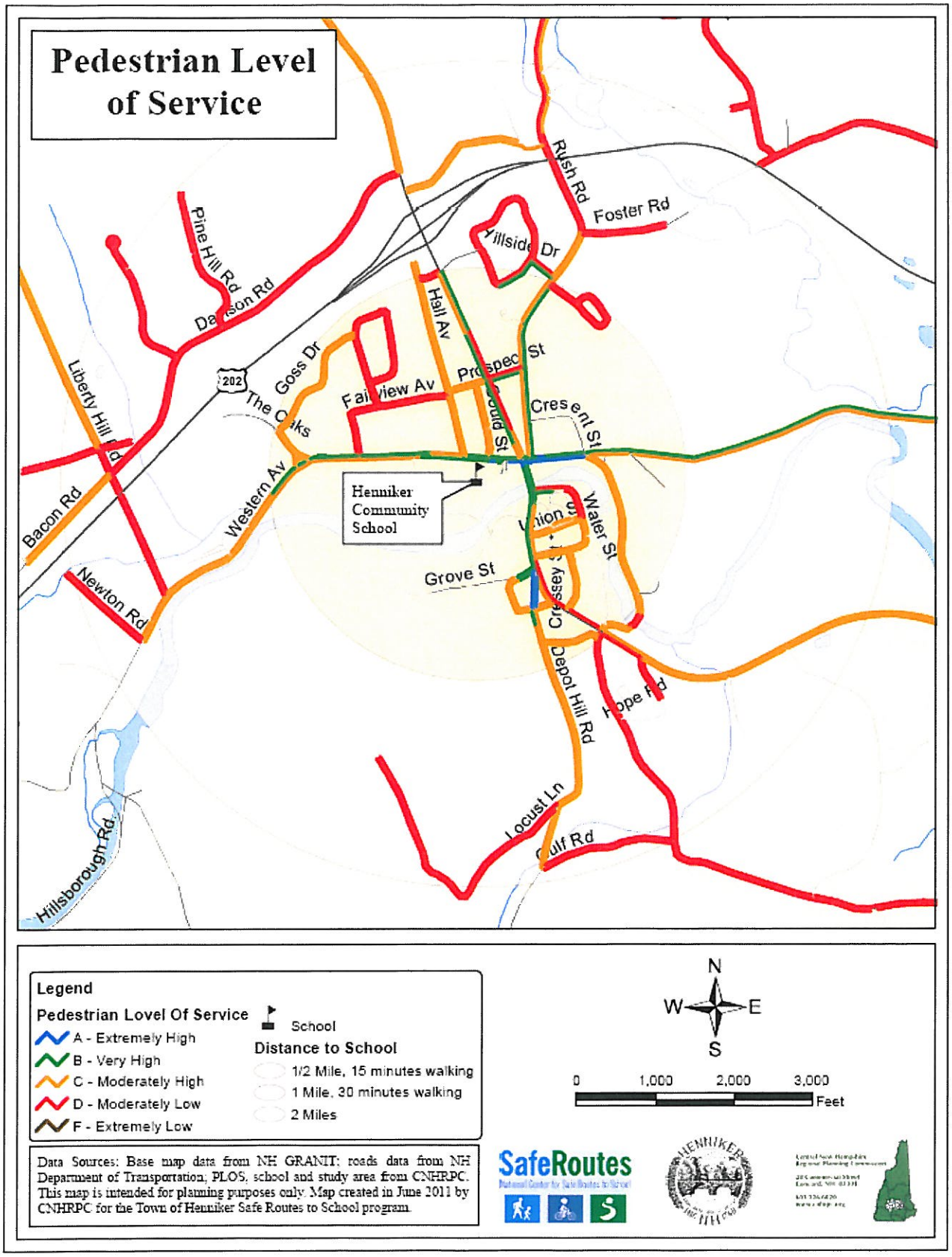
Discussion regarding bicycle and pedestrian accommodations in New Hampshire has increased recently as more municipalities are looking to improve transportation options and road safety for all users. Henniker's Safe Routes to School (SRTS) Task Force has been considering the feasibility of bicycle and pedestrian infrastructure around town center, the school and neighborhoods as an opportunity to provide safe places for students to bicycle and walk to school and areas that all residents can enjoy.

Members of the Task Force and staff from Central New Hampshire Regional Planning Commission (CNHRPC) completed a field review session on June 20, 2011. The field work included field observation looking at safety issues and concerns around existing and potential new infrastructure, travel patterns and behaviors. In October, CNHRPC staff and members of the Task Force conducted another review as part of the Central New Hampshire Regional Bicycle & Pedestrian Plan and further noted safety concerns and expanded on identifying opportunities for recreational trails.

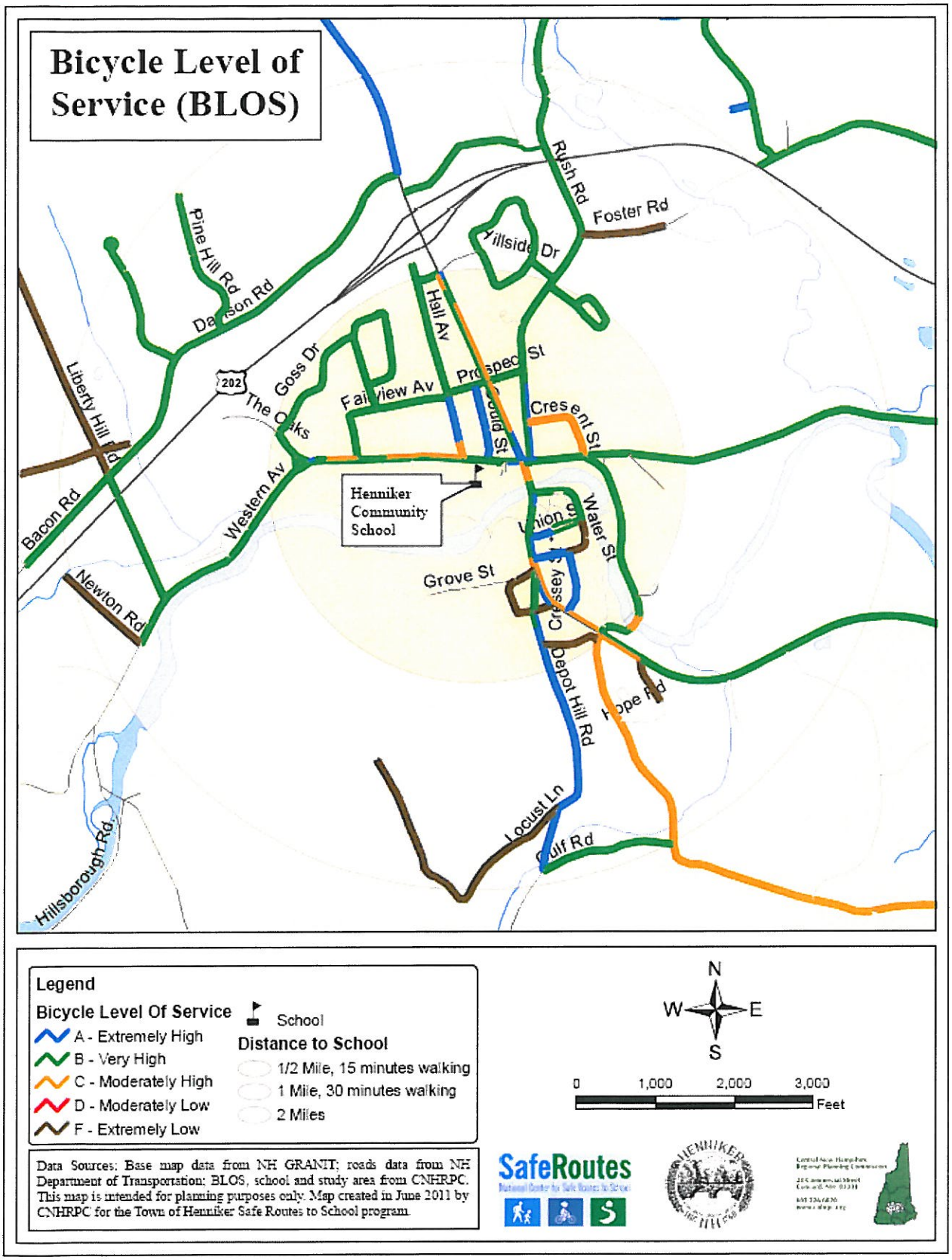
The primary focus areas for both field sessions were the town center area, including the neighborhoods around the schools, the Post Office and New England College. The team also found abandoned rail beds and other trails that may be conducive to bicycling for transportation and recreation. The team's objectives were to determine safety of roads for bicycle riders, document other infrastructure like trails, offer recommendations for how the community could improve safety and opportunities for bicyclists and where to find funding for those recommendations. The locations that were reviewed during the field sessions were identified by residents.

For reference, please note: Design standards set by the American Association of State Highway and Transportation Officials (AASHTO) for bicycle lanes are: a 5' shoulder width against curb, 4' shoulder without curb. Adjacent to a right turn lane, a minimum of 5' shoulder width is preferred and 4' is the minimum desired width. AASHTO guidelines for sidewalk widths call for a minimum of 5'.

Pedestrian Level of Service



Bicycle Level of Service



Positives

- The town has a well defined town center area.
- The downtown area has a mix of uses including housing, retail, work places, education, and recreation.
- There are many destinations within walking and bicycling distance of each other.
- There is an existing sidewalk network to improve and build from.
- There is already a fair amount of pedestrian activity in the downtown area.
- Many rural roads in town are conductive for recreational bicycling.
- A large network of trails is available for recreational use.
- An abandoned railroad corridor passes through downtown and remains relatively intact.

Opportunities for Improvement/Areas of Concern

- Automobile/Pedestrian conflict locations around the store at 114 and Western Ave.
- Lane widths on parts of Rt. 114 fairly wide, leaving the shoulders relatively narrow.
- Some sidewalks are in variable condition.
- Gaps exist in sidewalk network.
- Some truck traffic at 114/Main/Western Ave.
- Somewhat high traffic volumes in the town center area, mainly 114/Main/Western Ave.
- Surface condition is poor in some areas.
- "Y" type intersections and wide radius turns throughout town encourage speeding and create an unsafe condition for all road users.

Route 114 and Western Avenue/Main Street Intersection

A comprehensive intersection turn movement analysis was undertaken by CNHRPC staff including visual observations of the interactions between pedestrians, cyclists and motor vehicles. The SRTS Task Force is particularly concerned with the intersection of NH Route 114 and Western Avenue/Main Street. In line with traffic volume analysis, this intersection has the highest turn movements in the study area with 1,426 vehicles entering and exiting the intersection on a typical weekday morning at peak travel times (7:15-8:15am). The afternoon peak hour total (2:30-3:30pm) was similar at 1,370 vehicles. The general area in the vicinity of this intersection has much potential for pedestrian/bicyclist conflict with turning and parked vehicles. Gaps in the sidewalk, crumbling sidewalk and sidewalk that has been paved over around this intersection places pedestrians in areas where they are vulnerable. The intersection has also been identified as a key factor in parents refusing to allow their children to walk to/from school.

Although the NH Route 114 and Western Avenue/Main Street Intersection is the most heavily utilized intersection in the study area, the following intersections are also highly important to the safety and well being of children on the way to and from school.

Route 202/9 Exit to 114

- Lane widths in the area are much wider than typical. Travel lanes on similar roads are typically 10-12 feet, but in this area are up to 20'wide. Ideal bicycle shoulders would be at least 4' with no curb and 5' with a curb. Generally, shoulders are currently less than 2.5 feet in this area.

- There is a sidewalk on the bridge over Route 202/9 which is an important safety feature for pedestrians, but they do not connect to the town's sidewalk network.

- The gap from the sidewalk on the bridge to the town sidewalks is 180' on the East side and 430' on the west side.

- This gap can be a hazardous area for pedestrians due to highway exit/entrance ramps with accelerating/decelerating automobiles, no crosswalks, and narrow shoulders. There are also no pedestrian accommodations

from the bridge north to the supermarket on 114. The supermarket is a potential destination for residents in the downtown area.

- North of the post office, there are 2' shoulders and 20' travel lanes with a wide median (2-20-median-20-2). These wide travel lanes encourage speeding, and narrow shoulders do not provide adequate space for cyclists. Restriping with narrower lanes may make a safer condition for all road users.

- Just south of the bridge, shoulders are 2' with an 18' through lane and 10 foot turn lane. (2-18-10-median-18-2). 18 foot travel lanes are exceptionally wide. Narrowing the travel lanes could easily accommodate bicycle shoulders or bicycle lanes.

- The exit and entrance ramps are not ideal for neighborhood conditions. The wide turning radii encourages speeding and enables motorists to maneuver without slowing down. This can create hazardous conditions for bicycles and pedestrians, especially for older and younger users.

Western Avenue

- Annual Average Daily Traffic (AADT) totals in the vicinity of the school are heavy considering Henniker's population of 4,836 people or just under 2,000 households (2010 US Census). One of the areas with the heaviest volume can be found along Western Avenue (2,177 AADT), which is a busy regional route. It is unsurprising that the road also has a high percentage of heavy vehicle traffic in comparison to other roadways. Vehicle speeds were highest along the road as well. An average speed of 28MPH along Western Avenue is of particular concern given its proximity to the school campus and the percentage of heavy vehicles.

- Western Ave. varies in width from 20' (near the Main St. intersection) to 26' (around the Police Department). Because of higher traffic volume and speeds, vehicle mix and land use, it appears that striping a 5' shoulder with bicycle lane symbols is not feasible. However, 10' travel lanes with 3'

shoulders and improved sidewalks from the Main St. intersection would provide a safe area for bicyclists and pedestrians. Another feasible alternative that may be less costly could be to paint share the road pavement markings (called sharrows, seen above) to notify motorists that the road is for multiple users.

- At the end of the second driveway of River Meadows is an abandoned railroad corridor lined with posts that go behind the houses. The paved road now present ends at a dirt pile with a well-used opening and trail to the back of the auto body repair shop. This road appears to offer an opportunity for a shared use path.

- Continuing the ride from Liberty Hill to the bridges, Western Avenue still appears wide enough to have 3' shoulders to safely accommodate bicyclists, pedestrians and vehicles. The pavement condition in this area, however, is deteriorating.

- Riding past the bridges, the one-lane bridge at the bottom of Patterson Hill presents safety concerns and requires one user at a time. Before and after the bridges, the road still appears wide enough to accommodate bicyclists, pedestrians and vehicles with 3' shoulders. The pavement condition is further deteriorated after the bridges.

- A "Y" style intersection exists at Western Ave. and The Oaks. This type of intersection allows motorists to turn without slowing down, which encourages speeding and makes for an unsafe condition for bicycles and pedestrians. Further study investigating the feasibility of a "T" type intersection would be warranted.

Hall Avenue

- Hall Ave. varies from 22' to 24' with AADT totals between 850 and 1,300 vehicles, including approximately 20 percent of traffic coming from heavy vehicles.

- The intersection of Hall Ave. and Western Ave. presents safety concerns for bicyclists because of its elevated grade, higher traffic volume (including heavy vehicles), lack of striping, crumbling pavement and Y configuration. On the Hall Ave. portion, the road is also narrow which means that vehicle and bicycle turning conflicts are more pronounced. The elevated sidewalk also ends at Ayer & Goss where it is painted onto the road. Trucking is an issue at Ayer & Goss and presents hazards to children. Poor visibility is also a concern for automobiles pulling out of Hall Ave. onto Western Ave.

- Because many students use Hall Ave. for the community center, there appears to be an opportunity to add sharrows to alert motorists that bicyclists may be on the road.

Liberty Hill Road

- Liberty Hill Road varies from 20' to 22'.

- Liberty Hill Road is not wide enough to have dedicated bicycle lanes. Because of the low traffic volume and speeds, vehicle mix and rural land use, it appears that the road can still be traveled by bicyclists and pedestrians relatively safely. As such, road markings may not be necessary or at least a high priority at this time.

- There is a meadow marked for use by River Meadow condo member's only with a trail. Working with property owners may provide an opportunity to create a shared use path connected to abandoned railroad right of way where people could walk and bicycle. There are wetlands concerns in this area and additional study would need to be completed to determine the feasibility of the path and potential wetlands crossing.

Davidson Road

- Davidson Road varies from 20' to 22'.

- Davidson Road is not wide enough to have dedicated bicycle lanes. Because of the low traffic volume and speeds, vehicle mix and rural land use, it appears that the road can still be traveled by bicyclists and pedestrians relatively safely. As such, road markings may not be necessary or at least a high priority at this time.

- There is a concentration of families in the Ridgetop housing development that could benefit from safe areas to bicycle into school. It was noted by Task Force members that there are students living in this area that currently bicycle to school. Their choice of routes would be to travel down Davidson Road to Liberty Hill Road to Western Ave.

Rush Road

- Rush Road varies from 20' to 22'.

- Rush Road is not wide enough to have dedicated bicycle lanes at this time. However, because the road serves the Tanglewood housing development, which is an area that is well populated with students, additional study to widen the road to accommodate bicyclists and pedestrians would be warranted.

- It was noted that from "Concrete Road" to Main Street there is one dangerous curve that is marked for traffic that could be further studied to improve sight distances and safety.

Regional Trails Potential

A railroad once crossed through Henniker from Concord, through Contoocook in Hopkinton, through downtown Henniker, on to Hillsborough. Much of this corridor is still intact and in useable condition for bicyclists and pedestrians. This route has potential to be a significant regional recreation and non-motorized transportation facility. Additional routes include a spur down to Weare, and an old roadway that was discontinued after the Hopkinton-Everett flood control dams were built.

Recreational Trails

Various recreational trails exist throughout Henniker and many are well used by residents and visitors. Some of these trails are officially mapped trails and others are more informal. Better use of the trails can be achieved through use agreements with landowners, mapping, signage, and outreach to trail users.

Preliminary Conclusions

A full set of conclusions and recommendations is in the accompanying SRTS Travel Plan document. For discussion, this set of conclusions can assist town leaders to discuss some of the town's options moving forward.

- The most fiscally feasible option to fund improvements could be through lane striping following the town's annual paving program. Incremental improvements can be made at little to no cost.

- A SRTS General Grant round will open again in September 2012 and the Travel Plan document will give the town a leg up on other communities applying for grants because of the extensive planning work that has been done. SRTS provides 100% reimbursement grants of up to $250,000 for infrastructure improvements targeted within a two mile radius of the schools.

- Highway Safety Improvement Program (HSIP) grants are also available to provide funding for modest safety improvements that achieve significant reductions in traffic fatalities and serious injury crashes on all public roads. The HSIP is data driven and locations for improvements are identified through crash data that demonstrates there is a safety problem. HSIP provides 90% of funding for projects and projects typically cost less than $100,000.

- Transportation Enhancement (TE) grants are also available to communities for bicycle and pedestrian trail projects and sidewalks. TE provides 80% of funding for projects.

Appendix 2

Please see attached.

Town	Street	Location	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Henniker	Bear Hill Rd	Southwest of Cote Rd												126
Henniker	Bear Hill Rd	East of Cote Rd												237
Henniker	College Hill Road	At Hopkinton TL				406								
Henniker	Commercial St.	Over Contoocook River				500			480			487		
Henniker	Davidson Rd.	Intersection 114									1,307			
Henniker	Davidson Rd.	W. of NH 114				1,177								
Henniker	E. Washington Rd.	Over brook										306		
Henniker	Gould Street	Near Western Ave.				213								
Henniker	Hall Ave.	At Post Office Place									679			
Henniker	Hall Ave.	Across from White Birch												812
Henniker	Hall Ave.	N. of Prospect Rd.				759								
Henniker	Hillsborough Rd.	Over Contoocook River				955			929					
Henniker	Main St.	East of Route 114												2,148
Henniker	Morrison Rd	At Old Hillsboro Rd									427			
Henniker	NH 114	North of US 202 & NH 9	3,700			4,743			6,084			7,358		
Henniker	NH 114	S. of US 202 & NH 9	5,600			7,368								5,678
Henniker	NH 114	Weare TL				2,598			3,623			3,117		
Henniker	NH 114 (Maple St.)	North of Old US 202 & NH 9 (Main St.)	5,232											
Henniker	NH 114 Bridge St	South of Bridge												6,484
Henniker	NH 114 NB	North of Hillsborough Rd.							2,728			3,068		
Henniker	NH 114 SB	North of Hillsborough Rd.							2,874			2,640		
Henniker	NH 114 SB+NB	North of Hillsborough Rd.					5,400	3,100	5,602			5,708		
Henniker	Old Concord Rd.	Between Dunkin Donuts and NH 9											2,735	2,952
Henniker	Old Concord Rd.	At Stone Falls Rd.										1,170		
Henniker	Old Concord Rd.	East of State Shed Rd									269			
Henniker	Old Concord Rd.	Hopkinton TL							3,623		109			2,952
Henniker	Old Concord Rd.	Over Amey Brook	2,000			2,253			1,731			1,902		
Henniker	Old Hillsborough Rd.	At Hillsborough TL									375			
Henniker	Old Hillsborough Rd.	Over US 202 & NH 9	320			334			373			329		
Henniker	Old Hillsborough Rd.	W. of Bacon Rd.												
Henniker	Old NH 114 (River Rd.)	Over Chase Brook	430			592	1,394		480			3,808		
Henniker	Old W Hopkinton Rd Spur	At US 202 & NH 9									1,716			

Town	Street	Location	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Henniker	Patterson Hill Rd.	South of Bridge												175
Henniker	Patterson Hill Rd.	Over Contoocook River				292			227			1,025		1,191
Henniker	Post Office Place	At NH 114				1,515					1,789		1,178	
Henniker	Quaker St	South of Bear Hill												212
Henniker	Quaker St	South of Huntington Rd												177
Henniker	Ramsdell Rd.	Over Contoocook River	580			400			282					
Henniker	River Rd.	At Hopkinton TL									738			
Henniker	River Rd.	E. of NH 114				606								
Henniker	Rush Rd.	S. of Prospect Rd.												1,301
Henniker	Rush Rd.	N. of Prospect Rd.				606								
Henniker	Sewalls Falls Rd.	N. of First St.										3,602		
Henniker	US 202 & NH 9	West of Colby Rd.	11,000						480					
Henniker	US 202 & NH 9	West of Hopkinton Rd.	10,000			13,186		14,000	14,714			14,860		
Henniker	Warner Rd.	Over Amey Brook					1,300		1,600			1,500		
Henniker	Western Ave.	At NH 114									3,176			
Henniker	Western Ave.	Between Liberty Hill Rd. and Newton Rd.										1,429	1,505	
Henniker	Western Ave.	East of Liberty Hill Rd.				520			440			1,400		
Henniker	Western Ave.	East of Fairview												2,130
Henniker	Western Ave.	West of Western Ave. bridge										707	738	660