

## Henniker Main Street Data Collection

CNHRPC collected a range of transportation data on and around Main Street in Henniker in the spring of 2023 with both the Elementary School and New England College in session, and again in the summer of 2023 through various downtown events. Traffic volumes, speed data, pedestrian counts, pedestrian crossing locations, and parking utilization data were collected in person over the course of several dates and times.

This data collection effort is an early step in a planning study that intends to seek public input on current conditions and needs of the Main Street area, and evaluate options for making improvements that may better fit the present and future needs of the community.

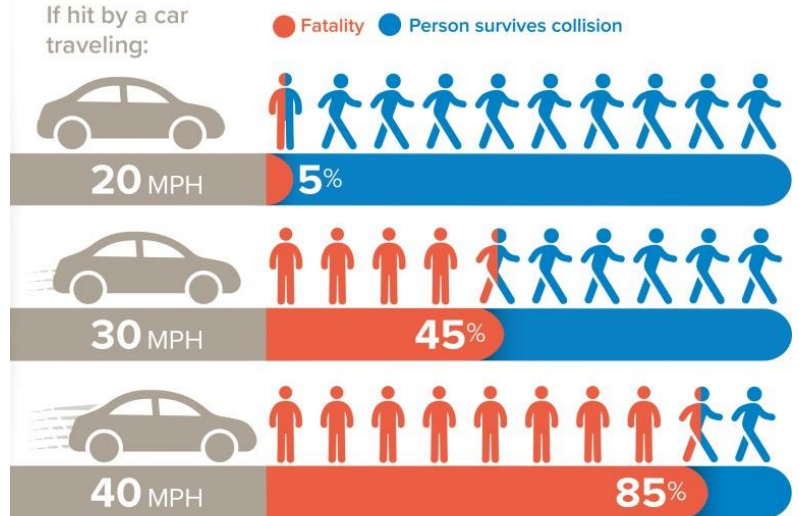
### Traffic Speed Count Data and Discussion

CNHRPC Staff deployed a traffic counting device along Main Street in the core of Main Street between Rush Rd and Crescent Street. The counter collected traffic volumes, direction, and also speeds.

Pedestrian safety was a primary driver in determining the need for this study, and even small changes in speeds can have a large impact on pedestrian safety. As speeds increase, the likelihood and consequences of a collision increase.

This traffic count revealed an average speed of 23mph, with about 5% of traffic traveling 31mph or faster. In general, speeds were higher in the early morning, and slower in the evenings. There was little difference between weekends and weekdays.

Speeds of 25mph or less are appropriate for a street, given the village context and presence of pedestrians and other people-centric activities.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>



### Pedestrian and Bicycle Counting

CNHRPC staff counted pedestrian traffic at multiple locations over several time periods. The dates chosen included three days in the spring with New England College and Henniker Elementary School in session, and three days in June that aligned with events being held on Main Street. The pedestrian and bicycle counts discussed in this report were conducted on these dates and times, listed in the table below:

Date	Time Period	Notes
Tuesday 4/18	2:15-5:15	School in Session
Saturday 4/22	10:00-12:00	Weekend
Wednesday 4/26	2:00-5:00	School in Session
Tuesday 6/20	5:30-7:30	Summer Concert Series
Wednesday 6/21	4:00-6:00	Summer Weekday
Thursday 6/22	4:00-6:00	Summer Farmers Market

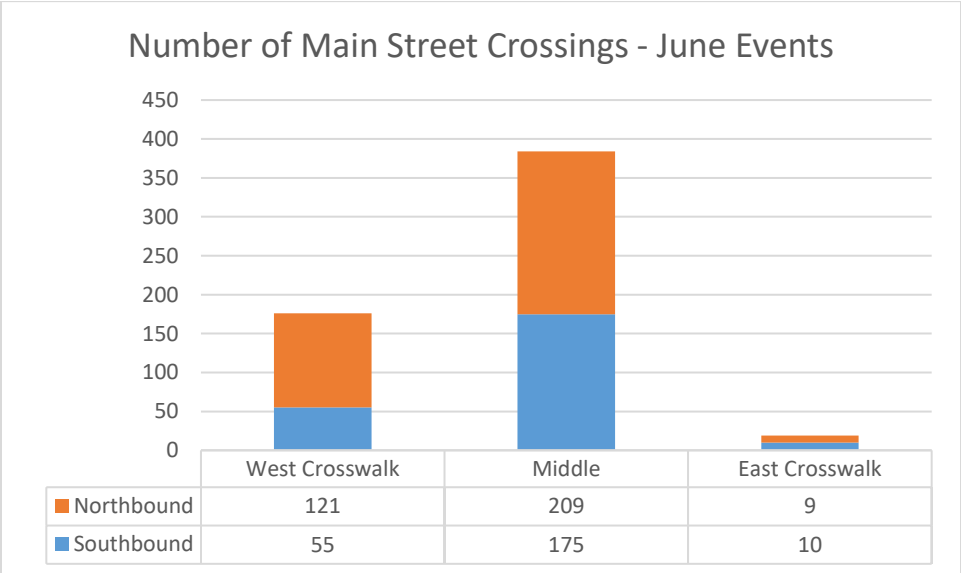
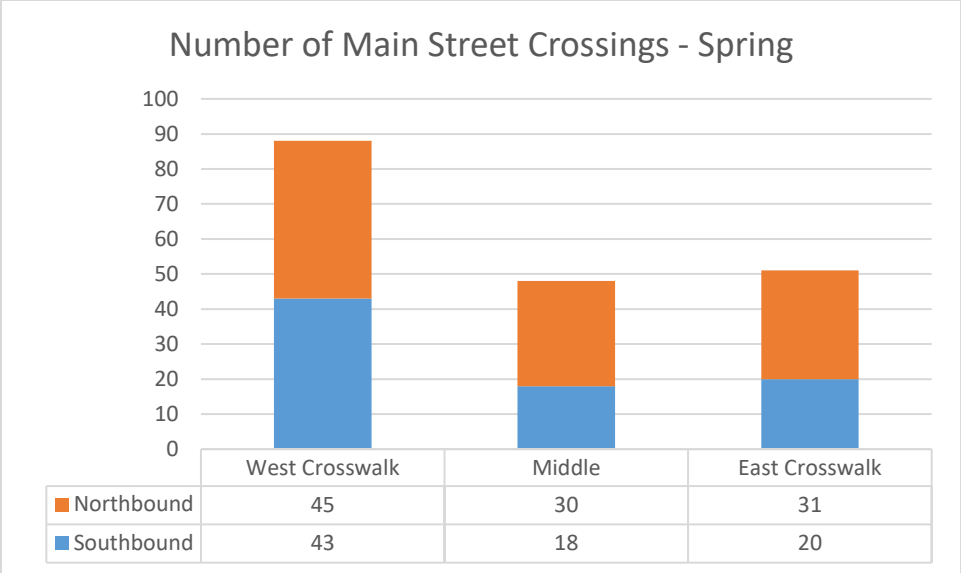
### Main Street Crossings Data and Discussion

One of the primary points of interest that lead to this study was the tendency for pedestrians to cross Main Street mid-block without a crosswalk. CNHRPC staff conducted a pedestrian count at three locations along Main Street. Pedestrians crossing were counted at the “west” crosswalk, a “Middle” crossing outside of a crosswalk, and the “east” crosswalk. The locations are marked in the map below.



Some of the findings include:

- Crossings of Main Street between crosswalks is prevalent, and on par with the rates of crossing at the nearby (East and West) crosswalks,
- The Middle crossing is used far more often during the Summer, particularly during events, when it can be the most used crossing location,
- Many of the Middle crossings were comprised of groups of 3 or more people,
- Both existing crosswalks appear to be well used,
- Both existing crosswalks have parking spaces in close proximity that limit a pedestrian’s visibility to vehicles as they enter the travel way,
- The East crosswalk sees higher rates and volumes of use in spring versus summer.



**Main St Pedestrian Traffic**

Pedestrian traffic along Main Street was counted in two locations. One location was at the intersection of Bridge/Western/Maple Streets, and the other on either side of Main Street in the vicinity of the Preston House. The map below shows the two locations.



Some of the findings include:

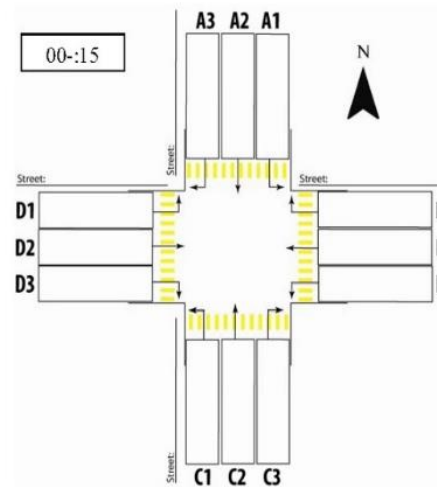
- Main Street had this highest volume of pedestrian traffic counted in the downtown area
- In the Spring, Main St at the Bridge St intersection had 50% more pedestrian traffic than at the Preston House,
- On June 20 during a Summer Concert Series event, over 286 people walked Main St in front of the Preston House (either side) in one hour. This was the highest value recorded during the study,
- Evidence indicates few people walked to Main Street events from distant parking areas (based on pedestrian counts and parking occupancy),
- The south side of Main Street saw more traffic at nearly all times, but the north side had more traffic during events at the park such as the Summer Concert Series on June 20.

### Pedestrian and Bicycle Traffic at Main St/Bridge St/Western Ave/Maple St Intersection

Pedestrian and bicycle traffic was also counted at the Main /Bridge/Western/Maple intersection. This location was counted using a turn count sheet, which not only counts the traffic volumes, but records turn movements. This sheds light on where traffic is going to and from.

Some of the findings from this count include:

- Main Street is a key driver for all pedestrian traffic at the intersection, accounting for nearly 75% of all traffic most days, and over 90% during the June 20 music event,
- This intersection saw 30% more traffic in the spring versus summer, even when including busy summer events,
- Rates of traffic to/from Bridge Street were similar in spring vs summer, although in summer a higher proportion of Bridge Street traffic headed to/from Main Street versus Western Ave and Maple Street,



- There is a significant bump in pedestrian traffic after Henniker Elementary School dismissal, with nearly half of all traffic in the hour after school dismissal comprised of kids,
- About a quarter of bicycles on this intersection rode at least partially on the sidewalk, indicating many do not feel comfortable riding in the street,
- There was higher bicycle traffic in the spring vs in the summer,
- The highest bicycle movement was between Main Street and Western Ave in either direction.

### **Parking Occupancy Data and Discussion**

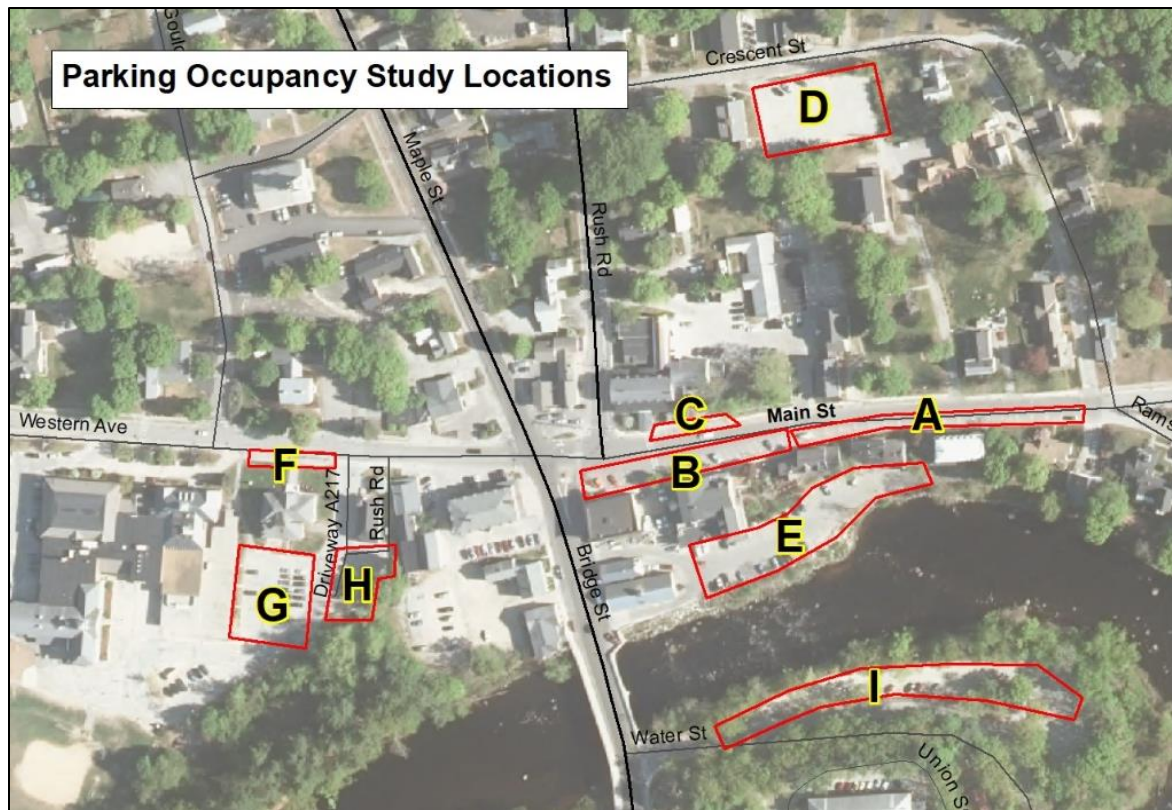
Any study of Main Street should include an analysis of parking. Many people arrive to Main Street by car, space for parking must be weighed against other uses, and parking accessibility and availability are often an important issue to many.

Occupancy counts were taken at thirteen different times, including on all of the dates that had a pedestrian count. A table of dates and time for these counts is shown below.

Dates/Times

<b>Date</b>	<b>Time</b>	<b>Notes</b>
Tuesday 4/18	1:30pm	Weekday Daytime School in Session
Tuesday 4/18	5:15pm	Weekday Evening School in Session
Saturday 4/22	9:30am	Weekend Morning
Saturday 4/22	12:15pm	Weekend Mid-Day
Wednesday 4/26	1:45pm	Weekday Daytime School in Session
Wednesday 4/26	5:00pm	Weekday Evening School in Session
Friday 4/28	10:15am	Weekday Daytime School in Session
Tuesday 5/2	10:30am	Weekday Daytime School in Session
Tuesday 6/20	6:30pm	Summer Concert Series
Wednesday 6/21	3:30pm	Summer Evening
Wednesday 6/21	6:15pm	Summer Evening
Thursday 6/22	4:00pm	Farmer's Market
Thursday 6/22	6:15pm	Farmer's Market

Nine locations were inventoried, including on street parking along Main Street and Western Ave, and off street parking lots at the Community Center, Library, Grange, the Riverside lot, and NEC parking off Water Street. A map of the locations is below, lettered A to I to correspond with charts later in this report.

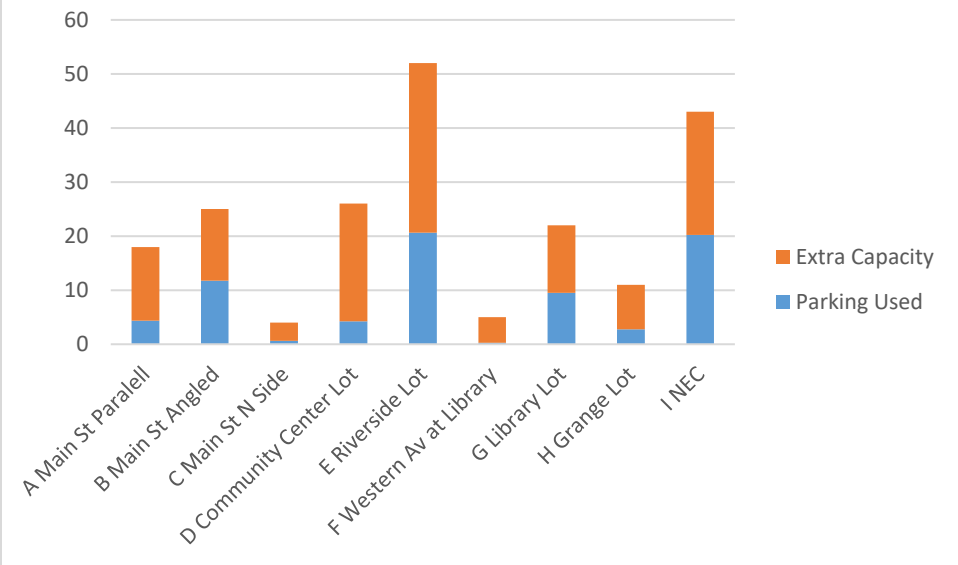


Some primary findings of the study include:

- Excess parking is available at each lot at nearly all times, indicating an adequate supply of parking under normal conditions,
- Parking was fully utilized during the music event on June 20 at 6:15pm on Main Street and the Community Center Lots, while simultaneously excess capacity was available at all other lots in the study,
- Parking occupancy at the June 20 peak demand period indicates adequate parking supply for those who are willing to walk a short distance, but a temporary lack of convenient parking for short visits to Main Street,
- The June 20 peak demand period for parking coincides with the highest volume of pedestrian traffic recorded during this study,
- The Library lot neared capacity on two occasions on weekdays in the spring when the Elementary School was in session, however the Grange lot had excess capacity at that time.

The charts below track the occupancy and capacity of each lot for both the spring dates and the June dates.

### Average Spring Parking Occupancy



### Average Summer Parking Occupancy

