



# GILMANTON POLICE DEPARTMENT

Police Services: (603) 267-7401  
Fax: (603) 267-7403

Matthew Currier  
*Chief of Police*

Casey Brennan  
*Sergeant*

To: Gilmanton Board of Selectmen  
Date: September 13, 2023  
Re: Traffic Count and Speed Analysis

The Gilmanton Board of Selectmen hired the Lakes Region Planning Commission to conduct a Traffic Count and Speed Analysis in June 2023 (see attached report). During this traffic count, devices were placed in 6 different locations around Gilmanton. The locations were labeled and identified as follows:

G1 = Hemlock Drive East of Fir Ave

G2 = Middle Route at or near Grant Hill Road

G3 = Crystal Lake Road near Crystal Lake Park

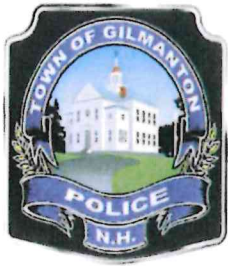
G4 = Stage Road at Harvest Bible Church

G5 = Allen's Mill Road near GYO Park

G6 = Lakeshore Drive between Buck and Warbonnet

The counters were placed at these locations from June 27, 2023 to July 11, 2023 and the data collected included documenting the "85<sup>th</sup> percentile" speed of all vehicles traveling on these specific roads during this time. The 85<sup>th</sup> percentile refers to the speed at which 85 percent of the vehicles which travelled at or below that speed. Federal guidelines (MUTCD) Manual on Uniform Traffic Control Devices for Streets and Highways recommend that a speed limit should be set within 5 MPH of the 85<sup>th</sup> percentile speed. Traffic engineers look at this number when designing roads and setting speed limits.

**RSA 265:63 "Alteration of Limits"** allows the Board of Selectmen to change speed limits on town maintained roads.



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The Gilmanton Board of Selectmen decided to both hire an outside firm to collect the statistical data and then use our department to use that data, the data that we have collected over the years as well as our knowledge of the individual roads and their areas.

An Engineering or Traffic study, according to the US DOT Federal Highway Administration states that included in an engineering speed study is:

- Speeds of motorists in normal conditions
- Traffic volume
- Roadway type (e.g., interstate, freeway, city street)
- Roadway features (e.g., curves, hills, number of lanes)
- Roadway setting (e.g., urban, rural, residential, woodland, farmland)
- Number and spacing of driveways or intersections
- Sight distances
- Presence of on-street parking
- Pedestrian or bicyclist activity
- Crash history
- Pavement condition

The data is available and voluminous to include hundreds of pages as it shows all the data collected by the counters. In the interest of saving you from having to sort through that information, I have broken down the information for you and given you my recommendations.

The data collected is as follows:

**Hemlock Drive** showed that during the 14-day period 8,857 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 28 MPH. During this same period there were zero motor vehicle crashes on this roadway. The current posted speed limit in this area is 25 miles per hour.

**Middle Route** showed that during the 14-day period 6,065 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 40.7 MPH. During this same period there were 2 motor vehicle crashes on this roadway, neither of which were caused by speed. The current posted speed limit in this area is 35 miles per hour.

PO Box 190 – 297 NH Route 140  
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**Crystal Lake Road** showed that during the 14-day period 14,209 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 34.4 MPH. During this same period there were zero motor vehicle crashes on this roadway. The current posted speed limit in this area is 25 miles per hour.

**Stage Road** showed that during the 14-day period 17,976 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 48.7 MPH. During this same period there were zero motor vehicle crashes on this roadway. The current posted speed limit in this area is 35 miles per hour.

**Allens Mill Road** showed that during the 14-day period 19,255 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 47.8 MPH. During this same period there were zero motor vehicle crashes on this roadway. The current posted speed limit in this area is 35 miles per hour.

**Lakeshore Drive** showed that during the 14-day period 3,934 cars travelled over the counters. The 85<sup>th</sup> percentile for this area was 20.5 MPH. During this same period there were zero motor vehicle crashes on this roadway. The current posted speed limit in this area is 25 miles per hour.

I conducted additional research through the Gilmanston Police Department records management system and found that in the last 10+ years (01/01/2013-09/12/2023) the following crash information was entered for the same roads:

**Hemlock Drive** showed that during the past 10+ years there were 8 crashes, 0 of which were speed related.

**Middle Route** showed that during the past 10+ years there were 48 crashes, 9 of which were speed related.

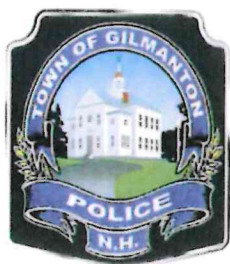
**Crystal Lake Road** showed that during the past 10+ years there were 19 crashes, 1 of which was speed related.

**Stage Road** showed that during the past 10+ years there were 52 crashes, 9 of which were speed related.

**Allens Mill Road** showed that during the past 10+ years there were 44 crashes, 2 of which were speed related.

**Lakeshore Drive** showed that during the past 10+ years there were 2 crashes, 0 of which were speed related.





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Based on the information gathered, and the lack of speed related crashes in these areas. I would recommend the following speed limits:

**Hemlock Drive** – This road winds through a heavily populated community that includes a significant seasonal increase in the summer. This road is a smaller, with less width. This road has no shoulders, and many smaller side roads entering. In both summer and winter, we have seen the parking of vehicles in and near the travel portion of the road. There are many pedestrians/bicycles that utilize this roadway and many areas have limited visibility for oncoming vehicles. I would recommend that this road, from Sawyer Lake Road to the end be posted at 25 miles per hour.

**Middle Route** – This road is a thoroughfare from Route 140 to Province Road near the Belmont Townline. This road has no shoulders and has many areas that have limited visibility for oncoming vehicles. This road, along with Stage Road and Allens Mill Road have had a significant number of crashes. I would recommend that this road, from NH Route 140 to the Belmont Townline be posted at 35 miles per hour.

**Crystal Lake Road** – This road winds through a more populated community in certain areas that include a significant seasonal increase in the summer. This road has no shoulders, many smaller side roads and the parking of vehicles in and near the travel portion of the road. There are many pedestrians/bicycles that utilize the roadway during the summer time. I would recommend that this road, from the dam to Guinea Ridge Road be posted at 30 miles per hour. There was a state bill that failed in the New Hampshire House this year that IF passed, would allow towns to reduce the speed limit seasonally, for a one time period during the year. If that bill were to present itself again and pass, we could certainly entertain, by ordinance, reducing the speed limit to 25 miles per hour from Memorial Day to Labor Day. This road does not justify being a 25 miles per hour speed limit year-round.

**Stage Road** – This road is a thoroughfare from NH Route 140 via River Road to Province Road (Route 107). This road has no shoulders and has areas that have limited visibility for oncoming vehicles. This road, along with Allens Mill Road and Middle Route have had a significant number of crashes. I would recommend that this road, from Route 140 through River Road to Province Road be posted at 35 miles per hour.

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**Allens Mill Road** – This road is a thoroughfare from NH Route 140 to Route 106. This road has no shoulders and has many areas that have limited visibility for oncoming vehicles and is heavily populated. This road, along with Stage Road and Middle Route have had a significant number of crashes. I would recommend that this road, from Route 140 to Route 106 be posted at 35 miles per hour.

**Lakeshore Drive** – This dead-end road passes through a heavily populated community that includes a significant seasonal increase in the summer. This road is a smaller road with no shoulders. There are many smaller roads and the parking of vehicles in and near the travel portion of the road. There are many pedestrians/bicycles that utilize the roadway. I would recommend that this road, from Shellcamp Road to the end be posted at 25 miles per hour.

If there is anything else that I can do for you, please feel free to contact me.

Respectfully,

Chief Matthew B. Currier