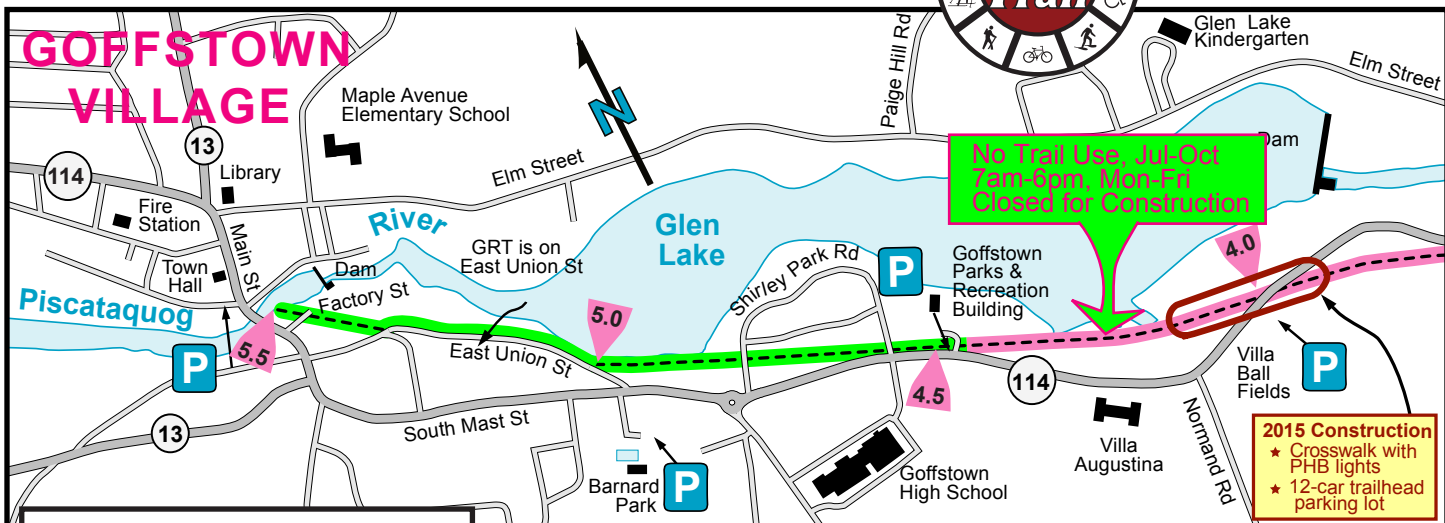
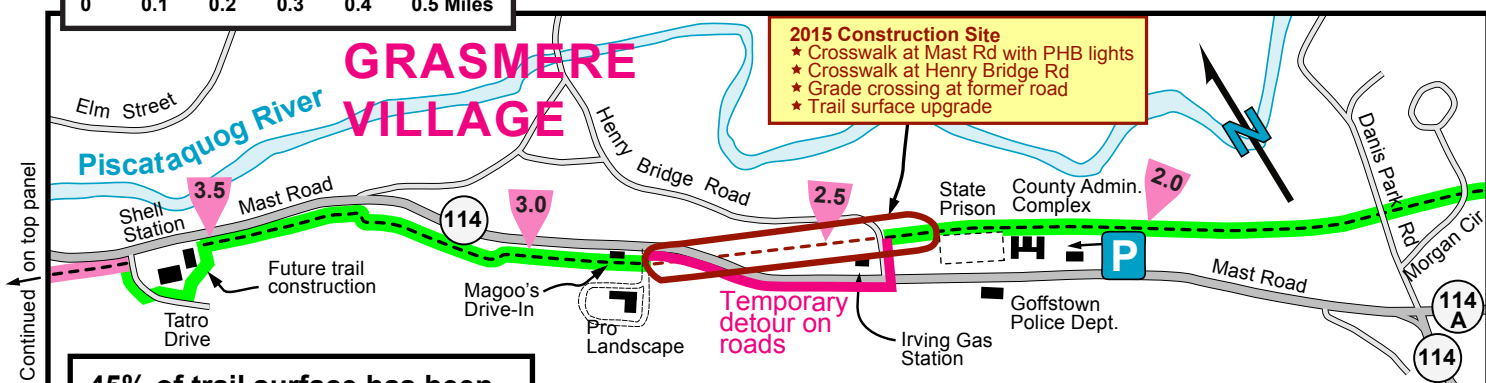


Goffstown Rail Trail

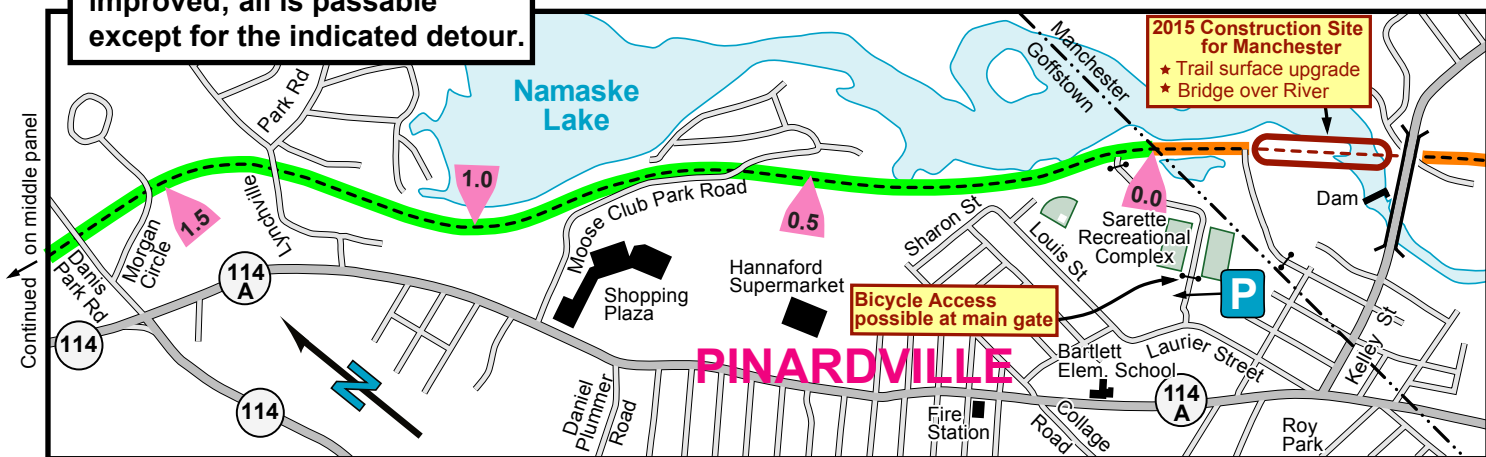


Continued on middle panel



Continued on top panel

Continued on bottom panel



Continued on middle panel

Continued on top panel

LEGEND

- Goffstown Rail Trail (Green dashed line)
- Piscataquog Trail (Orange dashed line)
- Trail Detour (Pink dashed line)
- Trail Construction Site (Red circle)
- State Highway 13 (Blue circle with 13)
- Mileage Post (Pink triangle with 2.5)
- Building (Black square)
- Parking (Blue square with P)

Please support the trail with your membership!

- ☐ Individual \$20
- ☐ Family \$40

Please make checks payable to "FGRT"

Your contribution is tax deductible

Mail To:

Friends of the Goffstown Rail Trail
P.O. Box 2, Goffstown NH 03045

NAME _____

ADDRESS _____

CITY ST ZIP _____

PHONE _____

EMAIL * _____

* Provide this if you wish to be on our email news list.
It will not be shared without your consent.

PHB traffic control devices will be installed at both trail crossings of Mast Road in 2015. A description of these devices is on the back. At www.YouTube.com do a search for "pedestrian hybrid beacon" to see videos and explanations.

Print a map from
www.GoffstownRailTrail.org

Pedestrian Hybrid Beacons (PHB)

Pedestrian Hybrid Beacons (PHB) are traffic control devices designed for stopping traffic at a mid-block location (i.e., not at the intersection of two roads), so to allow pedestrians to safely cross while minimizing the interruption to the flow of vehicle traffic.

The beacon consists of two red lights above a single yellow light. The beacon head is "dark" or unlit until a pedestrian activates the device. The pedestrian pushes a button that activates the beacon.

Upon activation the yellow light briefly flashes, which alerts the driver that a pedestrian wants to cross the road. Then the yellow light becomes steady or solid yellow. Just as with a traffic light at a road intersection, this means the driver should safely stop the vehicle.

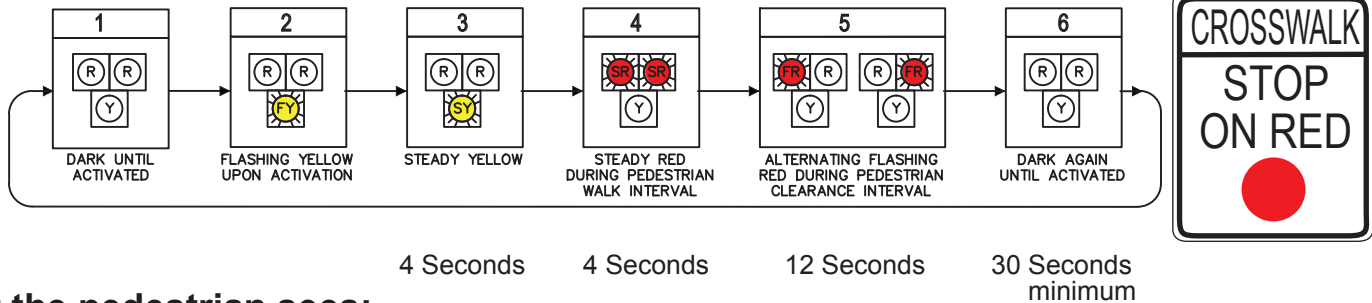
Then both red lights are lit. Traffic must stop. The pedestrian's warning light (on the post at the far side of the road) changes from "DON'T WALK" to "WALK." A count-down display starts its sequence (i.e., 15, 14, 13, etc.) so the pedestrian knows the limits of the safe crossing period.

Now for the big difference between a normal traffic light and a PHB.

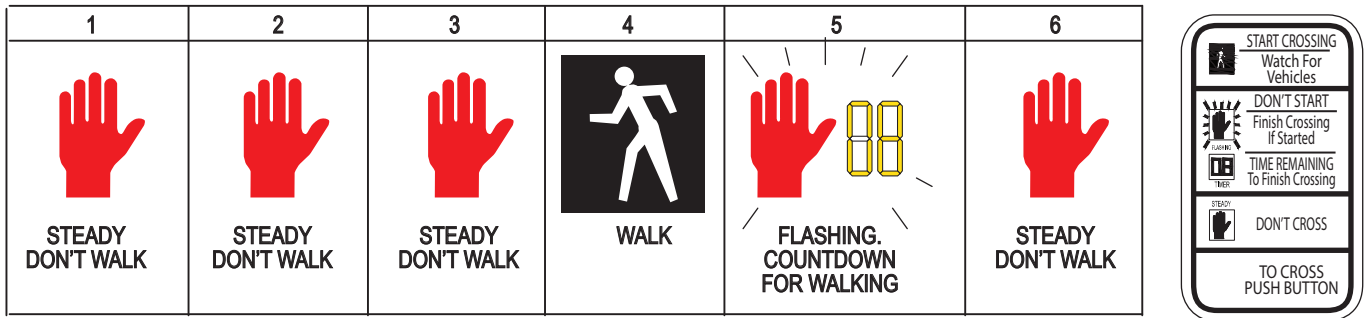
The solid, or steady red, is held for only 4 to 7 seconds after which the beacon starts flashing the red lamps. Flashing red should be treated like a "stop sign," where the driver, if not already stopped, must first stop, then may immediately proceed if the crosswalk is clear.

As the pedestrian sees the count-down display reach "0," the flashing red lamps go dark, and vehicle flow is normal. The PHB cannot be re-activated by another pedestrian for a pre-determined period, usually 30 to 60 seconds.

What the driver sees:



What the pedestrian sees:



How effective is a PHB?

Researchers for the Federal Highway Administration (FHWA) found a PHB can reduce auto-pedestrian crashes by nearly 70%. Drivers correctly yield to pedestrians at a PHB at much higher rates (over 90%) than at traditional crosswalks (about 30%). Again, drivers only need to stop when the PHB is activated. A PHB is used in locations where a traditional traffic signal would present too great a disruption to automobile traffic and where there is a need for a higher level of pedestrian protection than afforded by a regular crosswalk.

