



2022-2026 New Hampshire Strategic Highway Safety Plan

Driving Toward Zero

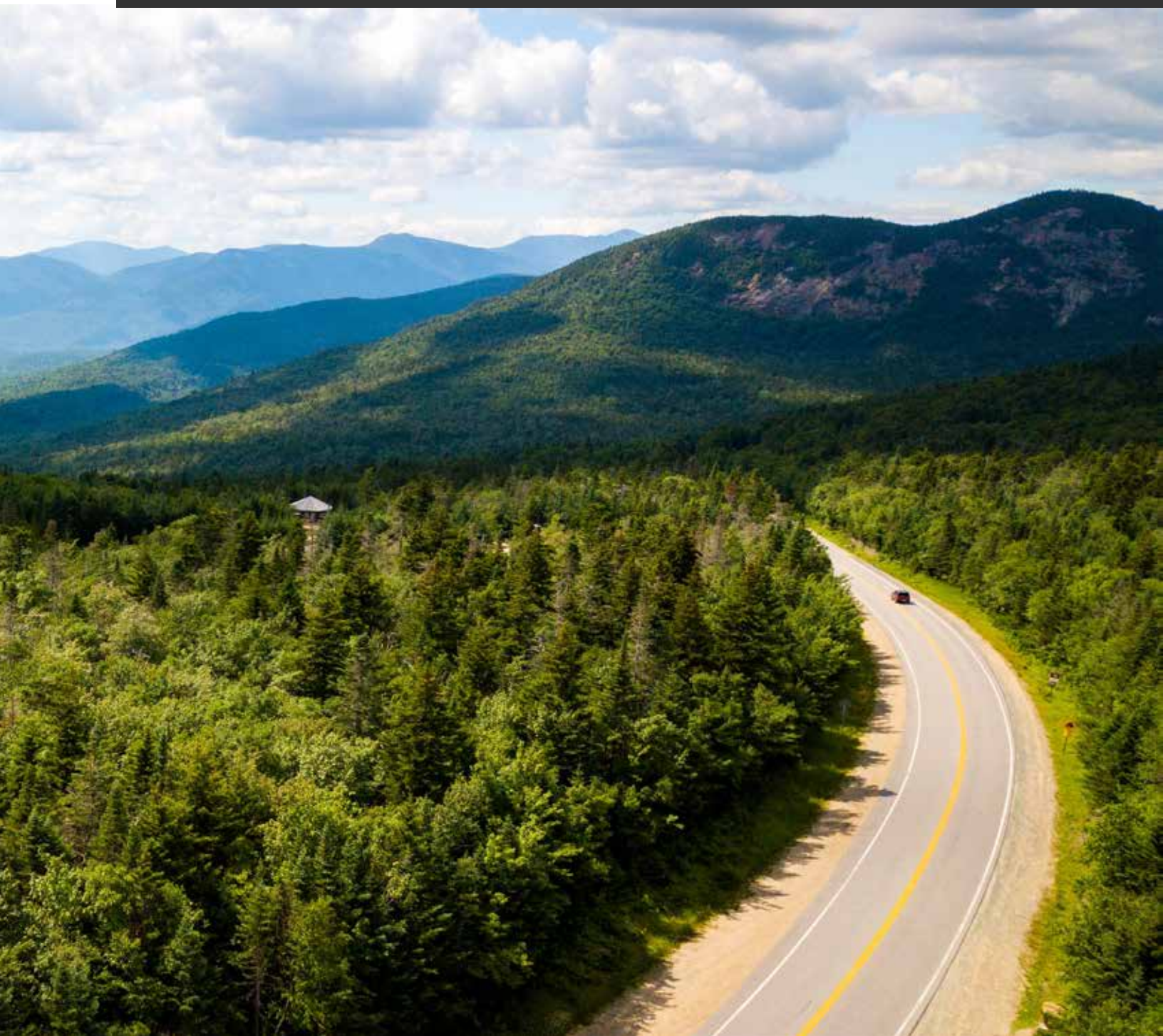




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New Hampshire Driving Toward Zero Coalition Members

AAA

American Motorcyclist Association

American Traffic Safety Services Association New
England Chapter

3M

CHaD Injury Prevention Center

City of Claremont Department of Public Works

City of Nashua

Community Alliance for Teen Safety

Federal Highway Administration

Town of Gilford Department of Public Works

Town of Greenland Police Department

Lakes Region Planning Commission

Town of Lee Police Department

McFarland Johnson Inc.

NH Auto Dealers Association

NH Legal Assistance

New Hampshire Alliance for Healthy Aging

New Hampshire Association of Chiefs of Police

New Hampshire Auto Dealers Association

New Hampshire Commission on Aging

New Hampshire Department of Safety

New Hampshire Department of Health and Human
Services

New Hampshire Department of Transportation

New Hampshire Division of Fire Standards and Training

New Hampshire Good Roads Association

New Hampshire Medical Society

New Hampshire Motorcyclists' Rights Organization

New Hampshire State Commission on Aging

North Country Council

Quantum Construction Consultants, LLC

Rockingham Planning Commission

Southern NH Planning Commission

Stantec Consulting Services, Inc.

Strafford Regional Planning Commission

University of New Hampshire Technology Transfer
Center

Upper Valley Lake Sunapee Regional Planning
Commission

Vanasse Hangen Brustlin, Inc.

Acronyms

4 Es	Education, Enforcement, Engineering, and Emergency Services	MREP	Motorcycle Rider Education Program
AASHTO	American Association of State Highway and Transportation Officials	MUTCD	Manual on Uniform Traffic Control Devices
BEAS	Bureau of Elderly and Adult Services	NACTO	National Association of City Transportation Officials
BWANH	Bike-Walk Alliance of New Hampshire	NHDETA	New Hampshire Driver Education Teachers Association
CDP	census designated place	NHDMV	New Hampshire Division of Motor Vehicles
CEA	Critical Emphasis Area	NHDOS	New Hampshire Department of Safety
CHaD IPC	Children's Hospital at Dartmouth Injury Prevention Center	NHDOT	New Hampshire Department of Transportation
CSAC	Complete Streets Advisory Committee	NHTSA	National Highway Traffic Safety Administration
DHHS IPP	Department of Health and Human Services – Injury Prevention Program	NNEPC	Northern New England Poison Center
DRE	drug recognition expert	NSC	National Safety Council
EMS	emergency medical services	OHRV	Off-Highway Recreational Vehicle
FARS	Fatality Analysis Reporting System	OHS	Office of Highway Safety
FAST Act	Fixing America's Surface Transportation Act	PSA	Public Service Announcement
FHWA	Federal Highway Administration	RCC	Regional Coordination Councils
FRA	Federal Railroad Administration	RPC	Regional Planning Commission
FTA	Federal Transit Administration	SCC	State Coordination Council
GDL	Graduated Driver Licensing	SHSP	Strategic Highway Safety Plan
HRRR	High Risk Rural Road	STIP	Statewide Transportation Improvement Program
HSIP	Highway Safety Improvement Program	TAP	Transportation Alternatives Program
HSP	Highway Safety Plan	TDM	Transportation Demand Management
LTAP	Local Transportation Assistance Program	TIM	Traffic Incident Management
LTS	level of traffic stress	UNH	University of New Hampshire
mph	miles per hour	USDOT	United States Department of Transportation
MPO	Metropolitan Planning Organization	VMT	vehicle miles traveled

Message from the Commissioner



August 1, 2022

Office of the DOT Commissioner
New Hampshire Department of Transportation
7 Hazen Drive, Concord, NH 03305

Dear Citizens of New Hampshire,

The 2022 New Hampshire Strategic Highway Safety Plan (SHSP) defines the State's approach to making our roads safer for all users. The National Roadway Safety Strategy challenges us all to make a meaningful difference by recognizing that highway safety is a shared responsibility. Toward this objective, a diverse group of safety stakeholders, from various organizations and backgrounds across the State, met over several months to collaborate on the development of this Plan. The stakeholders used historical data to evaluate crash trends, identify the highest priorities, and ultimately to set goals and establish strategies to reduce fatalities and serious injuries for all users of New Hampshire's highways. The many partner agencies—from the Federal, State, and local level—will use this SHSP as a roadmap to cooperate in the mission of reducing crashes on New Hampshire's roads.

The first New Hampshire SHSP was created 14 years ago. Although annual traffic fatalities have generally declined since the first SHSP, traffic fatality trends have remained stubbornly flat in recent years. This SHSP, which is the fourth update, builds on the success of the previous plans, rethinks traditional approaches to safety, and continues the vision of "Zero Deaths" on New Hampshire roadways, which understands that roadway deaths are unacceptable and preventable. Citizens of New Hampshire must come together and remain vigilant in supporting the implementation of the SHSP strategies and countermeasures if we are to reestablish the trend of declining fatal and serious injury crashes. Consequently, the stakeholders who contributed to this plan will continue to meet periodically to review the latest crash information, discuss current trends, and propose solutions. Additionally, after the 2022 SHSP was initiated, the U.S. DOT adopted a Safe System approach as the guiding paradigm to address roadway safety. The Stakeholder group will also be discussing how the current 2022 SHSP aligns with the Safe System approach.

Ultimately, it is up to you—the citizens of New Hampshire—to affect true change. Professionals from agencies and organizations will work together to implement this Plan, but it is up to you to take responsibility for traveling safely on New Hampshire roads. Every road user—driver, passenger, bicyclist, or pedestrian—plays a role. It takes all of us to make an impact and reach our ultimate goal of zero roadway deaths.

Join us in supporting and implementing the 2022 New Hampshire SHSP, and let's all work together to **Drive Toward Zero.**

A handwritten signature in black ink that reads "Victoria F. Sheehan". The signature is written in a cursive, flowing style.

DOT Commissioner Victoria Sheehan



The Road Ahead

New Hampshire is a Toward Zero Deaths State and will work to eliminate crashes, and the resulting fatalities and serious injuries, on our roadways. The vision outlines the overarching, long-term approach and the mission details the safety stakeholders' commitment to implementing the SHSP. The goal sets the stage for the State's timeline.



Vision

Through a comprehensive, systematic approach we will use data-driven methods to select and implement appropriate countermeasures that will reduce crashes on all New Hampshire roads.

A red flag icon with the text '4E' written on it in white.

4E

Mission

Foster and sustain collaboration among private and public stakeholders, in the implementation of education, enforcement, engineering, and emergency medical services (EMS) strategies, to create a safety culture where one death on a New Hampshire roadway is too many.



Goal

Reduce the number of fatalities and serious injuries by 50% by 2035, working toward 0 by 2050.

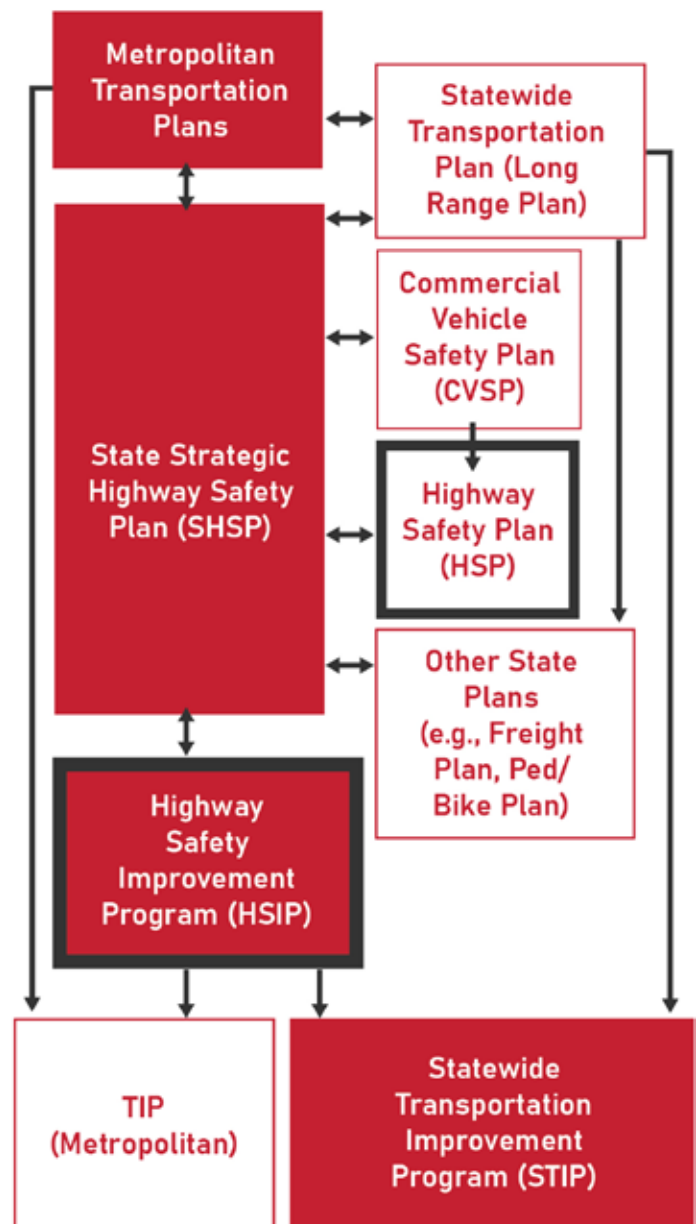
Welcome to New Hampshire

Roadway safety plays a critical role in the health and wellbeing of the citizens of New Hampshire, as well as supporting the commerce and tourism sectors of the State's economy. Safe travel on our roadways should not be taken for granted. It's a continuous journey to do more and do better in the battle against fatal and serious injury crashes on our roadways. To achieve the goal of zero fatalities and serious injuries, there must be a concerted joint effort of safety policies and practices among the diverse stakeholders. The following discusses how the SHSP fits into the larger overall integrated safety plan for New Hampshire.

Collaboration with Other Safety Plans and Programs

The New Hampshire SHSP (herein referred to as the Plan) is part of the State's Highway Safety Improvement Program (HSIP), which is a Federal-aid program that uses funds to implement strategies and countermeasures that reduce fatalities and serious injuries on all public roads. Each State receives HSIP funding and develops a report for how the money will be used on infrastructure-related projects that align with the SHSP's Critical Emphasis Areas (CEAs). The HSIP and its constituent projects are included in the Statewide Transportation Improvement Program (STIP) and coordinate with the National Highway Traffic Safety Administration's (NHTSA's) Highway Safety Plan (HSP), which documents New Hampshire's safety program and progress toward performance targets. The Plan works in collaboration with the HSP which enforces roadway safety standards, investigates safety violations, and conducts research on driver behavior and traffic safety. The Plan also connects with broader safety plans, including the NH Long Range Transportation Plan, Metropolitan Transportation plans, and with regional comprehensive master plans, and transit plans.

The 2015 Fixing America's Surface Transportation (FAST) Act outlined requirements for States to develop a data-driven SHSP. One requirement of the FAST Act is that the 2022 Plan must include consultation with additional stakeholders and evaluation of added safety factors. For New Hampshire, this means updating the Plan to include proactive strategies backed by data and to engage more stakeholders in the conversation to address their unique safety concerns. For this update, New Hampshire engaged stakeholders from Regional Planning Commissions (RPCs) to Division of Motor Vehicles (NHDMV) representatives. While the New Hampshire Department of Transportation (NHDOT) stewards the development of the Plan, its success relies on the ongoing collaboration and commitment of the many partners involved in the creation and implementation of the Plan.



Where We've Traveled

New Hampshire's goal is to reduce the number of highway fatalities and serious injuries by half by 2035, working toward zero by 2050. Under the 2017 Plan, New Hampshire made progress in reducing the number of serious injuries. Based on crash, vehicle, and person-level data obtained from the NHDMV for non-fatal crashes and Fatality Analysis Reporting System (FARS) data from NHTSA for fatalities, the 5-year rolling averages for serious injuries have decreased from 499.8 in 2016 to 465.4 in 2020. Figure 1 also shows fatalities have increased slightly since 2016, from 117.6 to 118.0.

A close look at the data suggests that within these historical trends, there are several key factors that illustrate where New Hampshire can effectively address safety for all users. New Hampshire is a growing, mostly rural State with natural resources that attract visitors from across the State and beyond. As demonstrated in figure 2 and figure 3, rural roads have accounted for the majority of fatalities on our roads since 2015, but the gap between rural and urban-classified fatalities has been slowly closing over time.¹ These trends are also reflected in daily vehicle miles traveled (VMT) on the State's roads as the share of urban VMT has grown since the 2017 update.

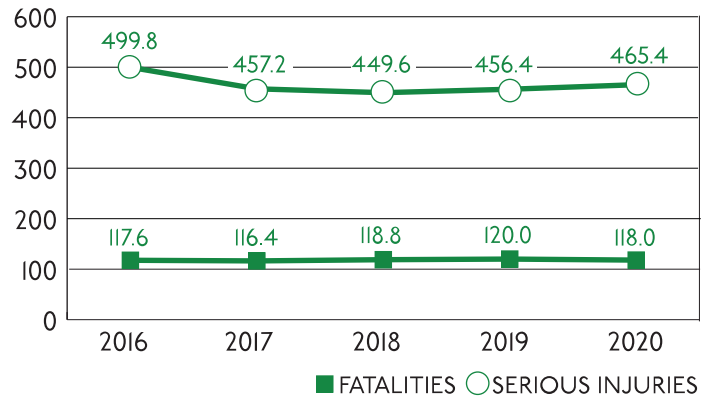


Figure 1. 5-Year Serious Injury & Fatality Trend.

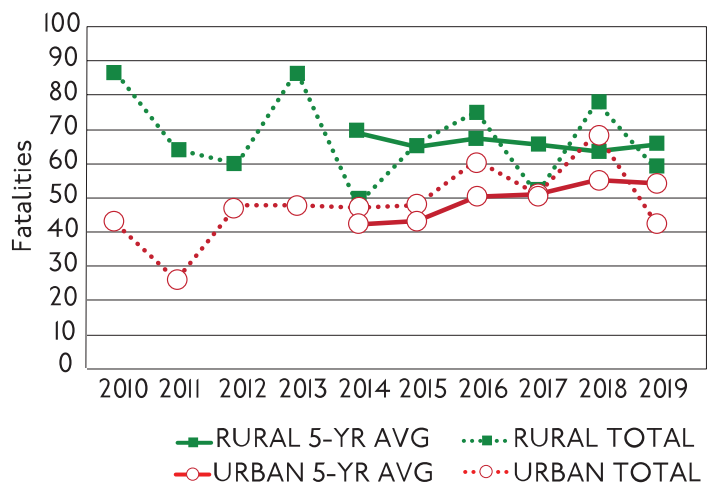


Figure 2. Distribution of Annual Fatalities by Context.²

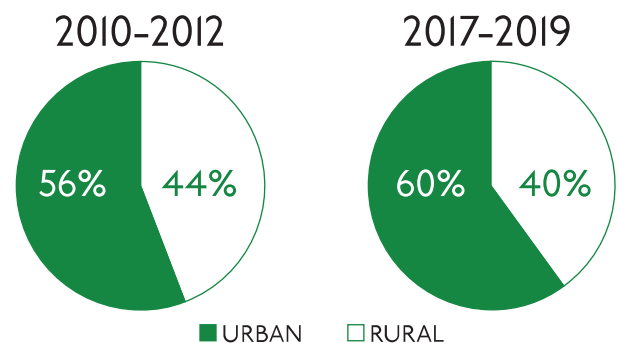


Figure 3. Distribution of Statewide VMT – 3-Year Averages.³

¹ Urban and rural definitions are based on NHTSA's FARS data and the US Census Bureau. Urban is classified as all territories with 2,500 or more residents outside of an urbanized area. A rural classification is assigned to any incorporated place or census designated place (CDP) with fewer than 2,500 residents and is located outside of an urbanized area.

² FHWA, Table FI-20

³ FHWA, Table VM-2

A disproportionate number of fatalities occurred on principal arterials and local roads in New Hampshire (figure 4 and figure 5), in both urban and rural contexts. These facilities represent some of the most heavily traveled roads in the State and the most local, underscoring the importance of safety across all types of roadways.

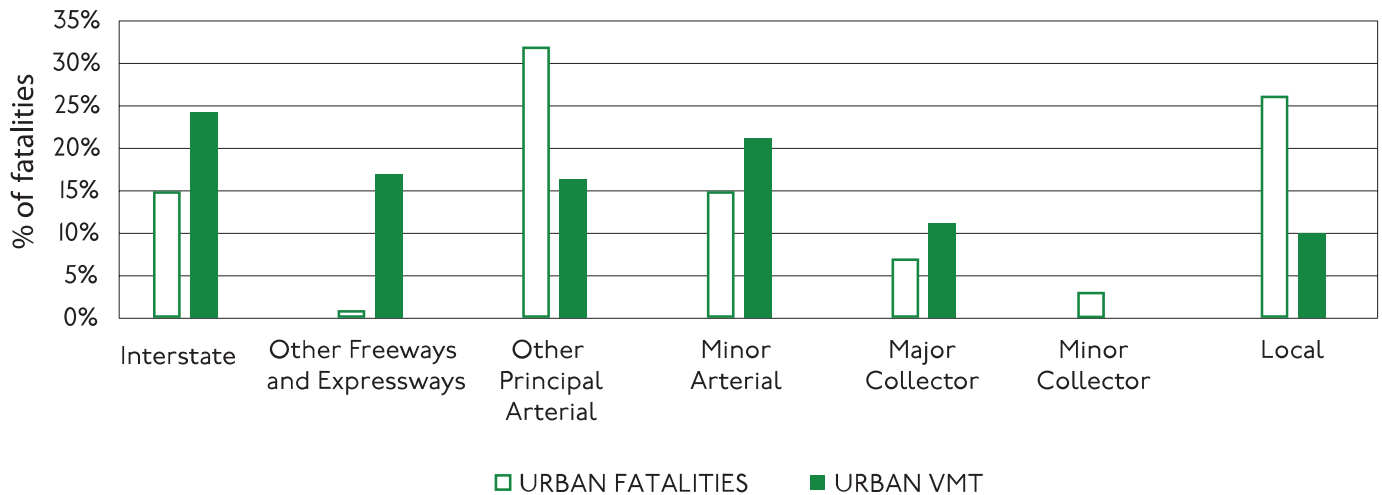
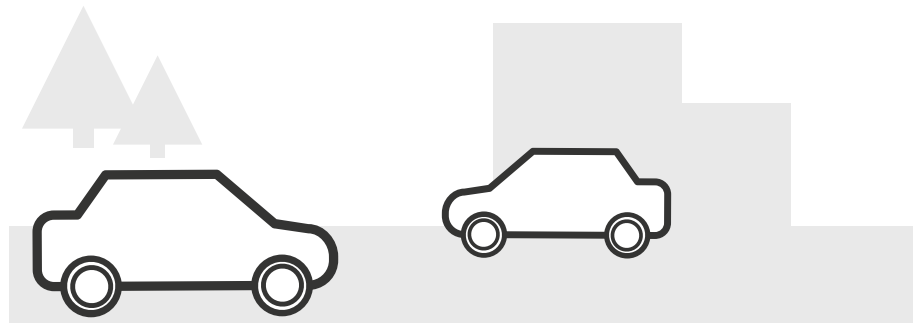


Figure 4. Distribution of Urban VMT and Fatalities by Functional Classification – 5-Year Average (2015-2019).⁴

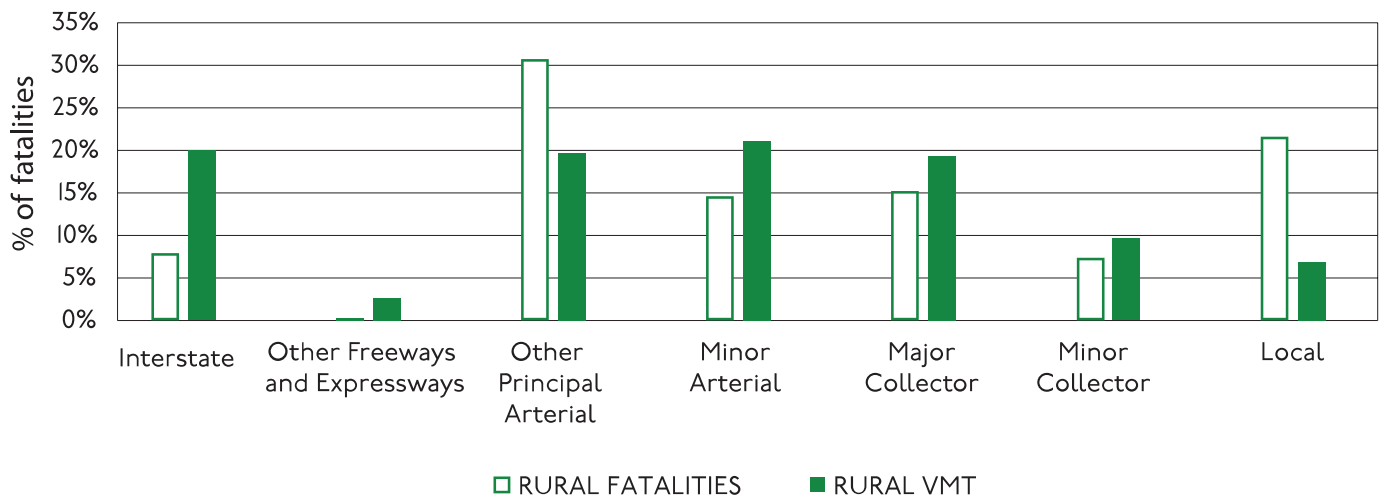


Figure 5. Distribution of Rural VMT and Fatalities by Functional Classification – 5-Year Average (2015-2019).⁴

⁴ Tables VM-2 and FI-20



Summer is New Hampshire's peak travel season

according to the New Hampshire Division of Travel and Tourism Development, with fall seeing the second highest number of trips (figure 6). This increase in traffic on New Hampshire's roads correlates with the number of observed fatalities. Figure 7 shows the months between May and November all experienced over 100 traffic fatalities between 2010 and 2019.

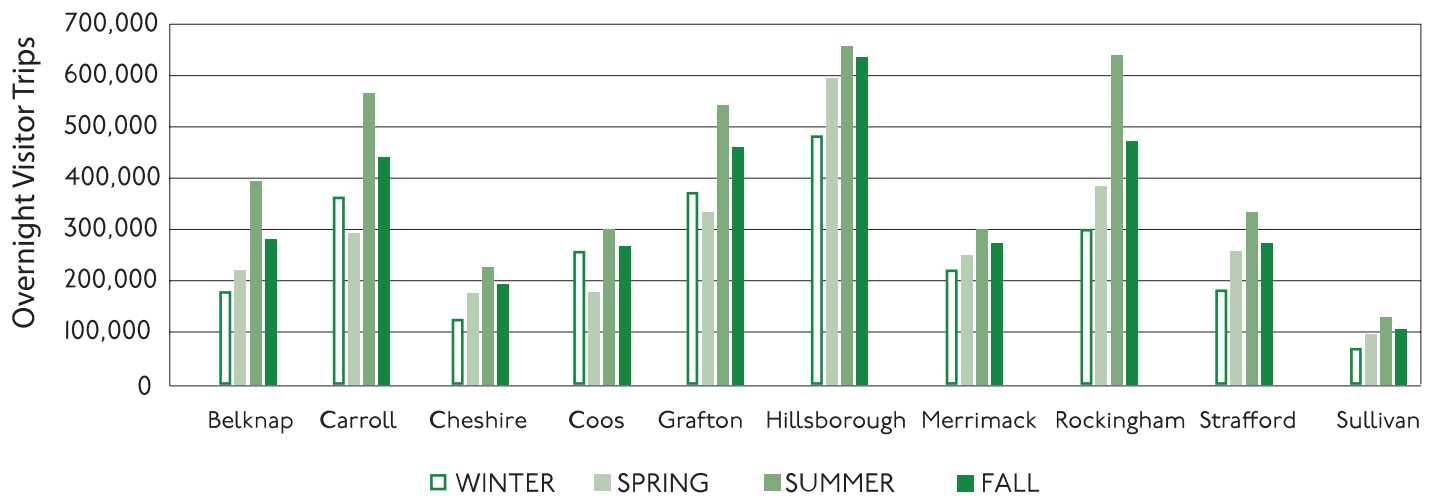


Figure 6. Distribution Overnight Visitor⁵ Trips by Season and County – 5-Year Average (2015-2019).⁶

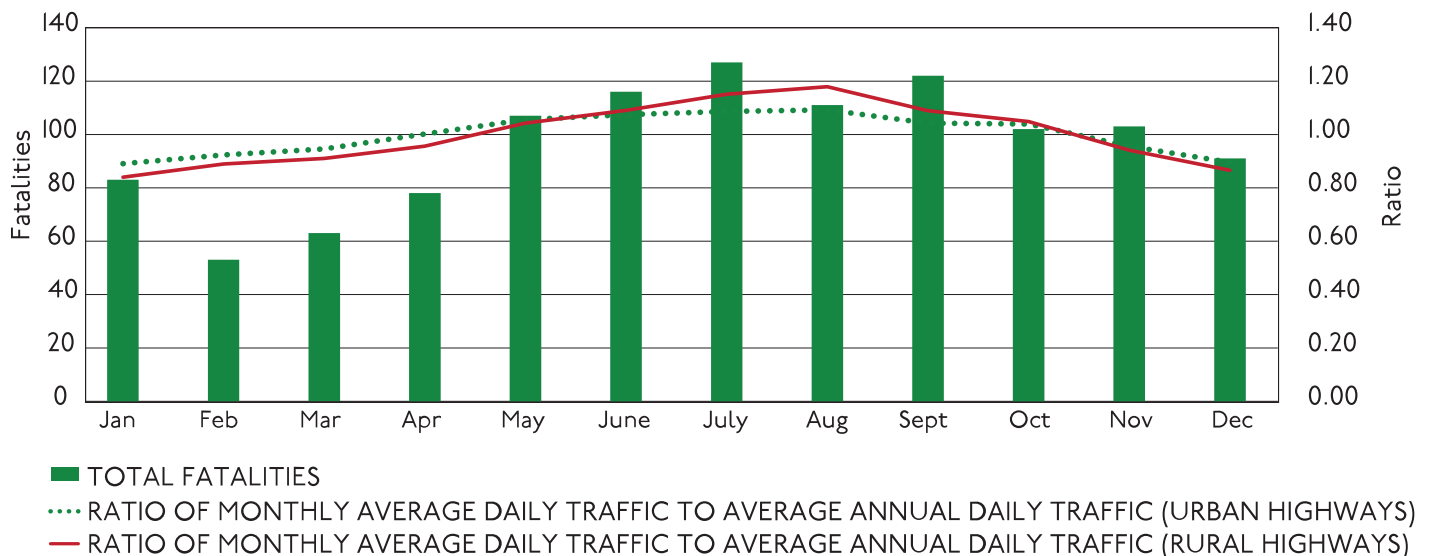


Figure 7. Distribution of Fatalities by Month (2010-2019) Compared to Ratio of Monthly Traffic to Average Annual Traffic on Urban and Rural Highways (2019).⁷

⁵ **Visitor:** An individual traveler that stays overnight away from home in paid or unpaid accommodations.

⁶ Source: Dean Runyon Associates on behalf of New Hampshire Division of Travel and Tourism Development

⁷ <https://www.nh.gov/dot/org/operations/traffic/documents.htm>

New Hampshire's population is growing, increasing nearly 5% between 2010 and 2020. This trend is expected to continue, as the New Hampshire Office of Energy and Planning (now known as the Office of Planning and Development) expects all counties in the State, except for Coos, to grow through 2040 (figure 8). However, **New Hampshire's population is aging**. The share of the State's population 65 and older is expected to increase dramatically, as the number of individuals in older age groups is expected to increase by double digit percentages in the coming decades (figure 9).

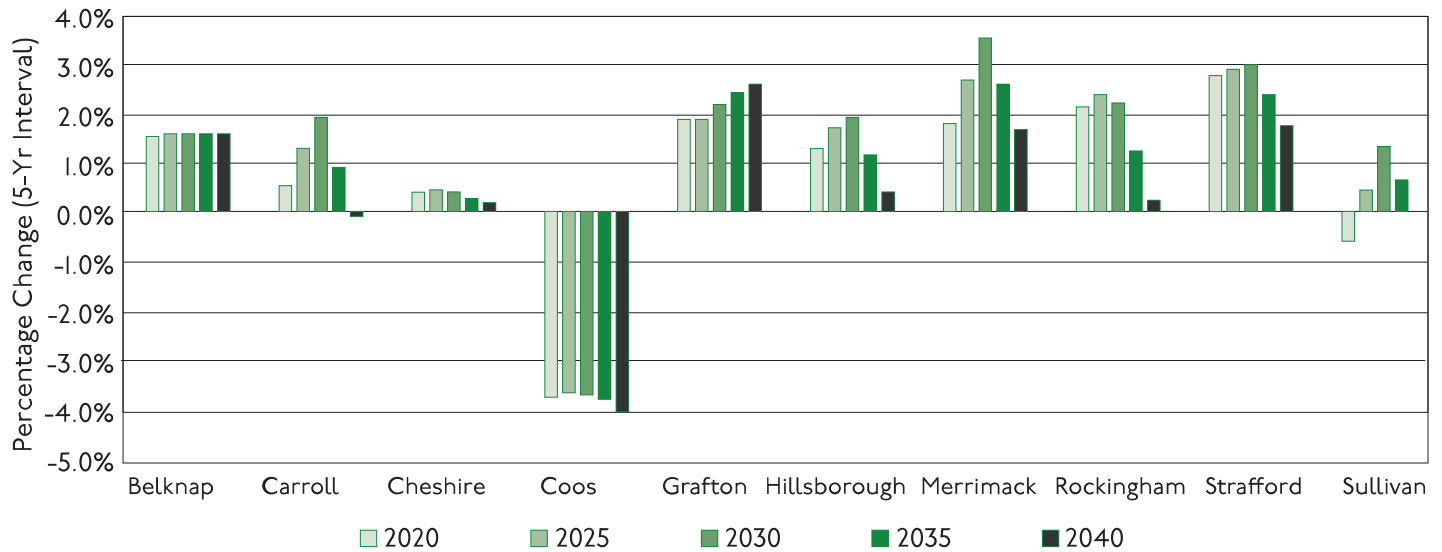


Figure 8. Percent Change in Population by 5-Year Increment.⁸

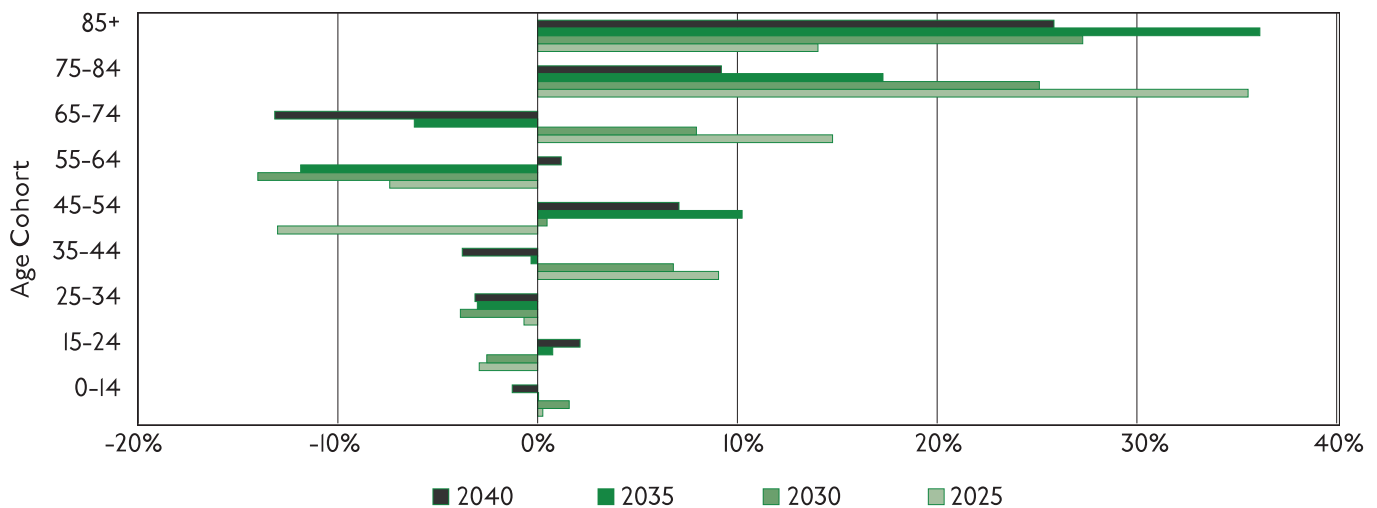


Figure 9. Predicted Population Growth and Decline by Age Cohort.⁸

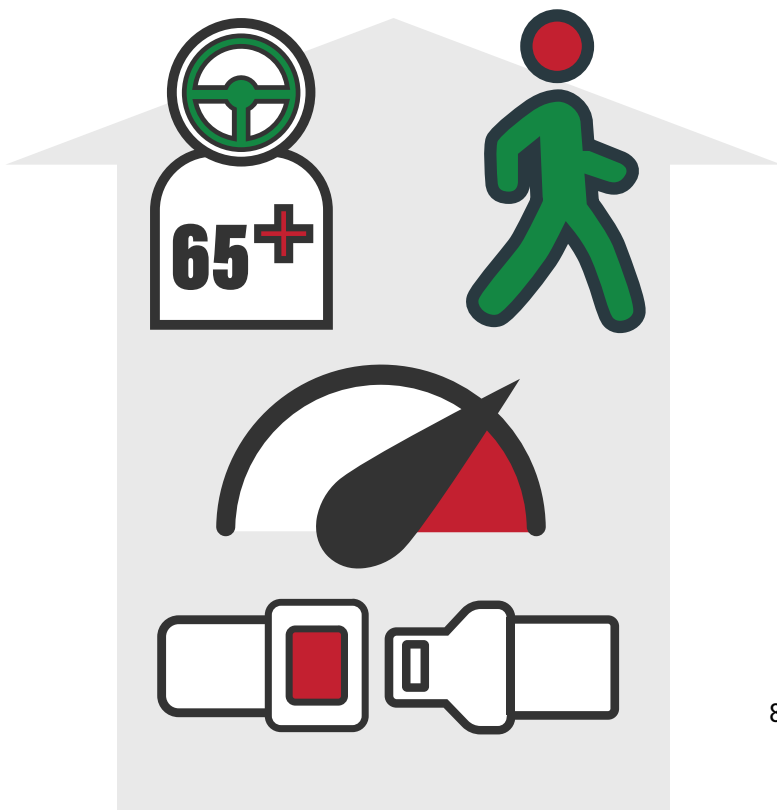
⁸ Source: RLS Demographics and New Hampshire Office of Energy and Planning

Demographic shifts like these illustrate how our community is changing, and many of these changes are reflected in the crash data. Over the past 5 years, New Hampshire has been tracking the following most common crash types:

- » Roadway Departure
- » Speed and Aggressive Driving
- » Impaired Driving
- » Vehicle Occupant Protection
- » Older Drivers
- » Motorcyclists
- » Intersections
- » Unhelmeted
- » Pedestrians
- » Distracted Driving
- » Teen Traffic Safety
- » Bicyclists

New Hampshire reviewed the top crash types and selected CEAs to guide and prioritize the State's safety activities over the coming 5 years. NHDOT also filtered crash data to determine the magnitude and change over time of each CEA (figure 10).

The CEAs that have shown increases in fatalities are Older Drivers, Speed and Aggressive Driving, Vulnerable Road Users – Non Motorized (specifically pedestrians), and Vehicle Occupant Protection. The CEAs that show stable or mixed trends in fatalities include Impaired Driving, Vulnerable Road Users - Motorized, Roadway Departure, and Intersections. Teen Traffic Safety (teen drivers), Distracted Driving, and Vulnerable Road Users – Non Motorized (specifically bicyclists) have shown decreases in fatalities (figure 11).



% of Total Fatalities (2015-2019)

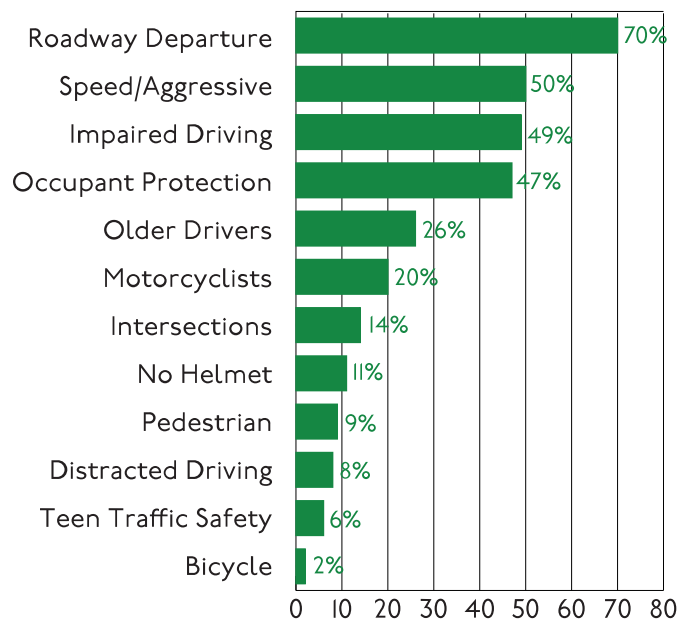


Figure 10. 5-Year Trend for CEAs.

% Change

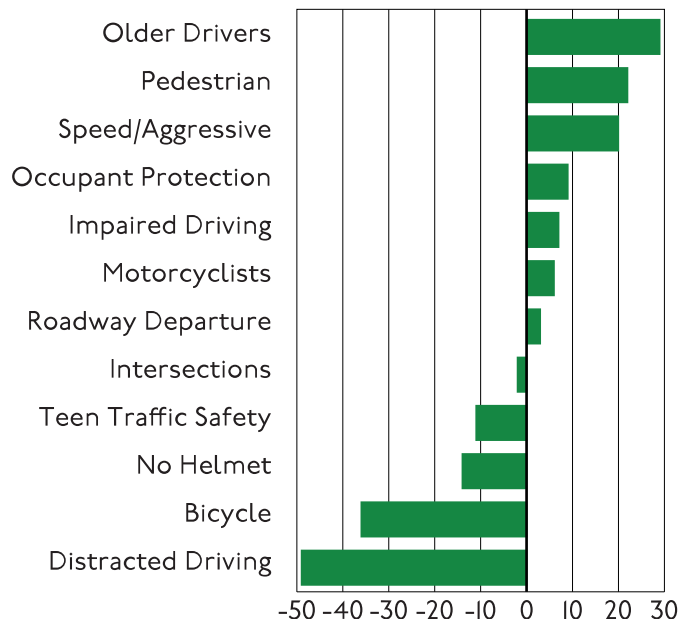


Figure 11. Percent Change in 5-Year Average of Annual Fatalities for CEAs (2015 and 2019).

Another key component of the SHSP involves investigating how the CEAs interact. This helps identify common characteristics and contributing factors that can help safety partners target more than one CEA in SHSP strategies and actions. For instance, New Hampshire ranks low in seat belt use compared to other States in New England and the Northeast (figure 12). Unsurprisingly, the percentage of fatalities related to speeding and unrestrained motor vehicle occupants (figure 13) is higher in New Hampshire than other peer States.

These combined trends show how more than one CEA can be linked to individual safety policies or programs in New Hampshire. For instance, seat belt use and the increased risk of severe injury and death as a result of unbelted driving can be a component of Speed and Aggressive Driving educational strategies (see *Educate the public of the dangers and consequences of speeding*). Likewise, law enforcement has a role in New Hampshire's child restraint law and targeted speed enforcement.

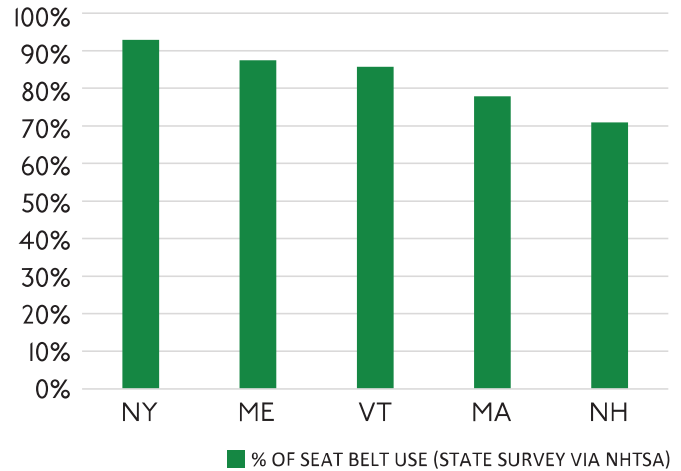


Figure 12. Percentage of Seat Belt Usage in the Northeast by State.

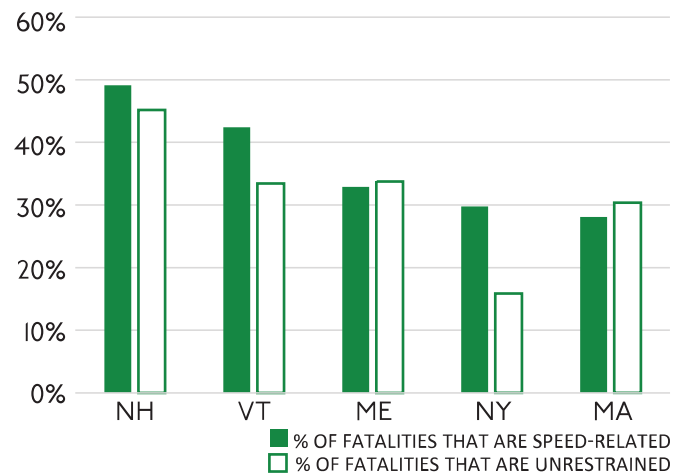
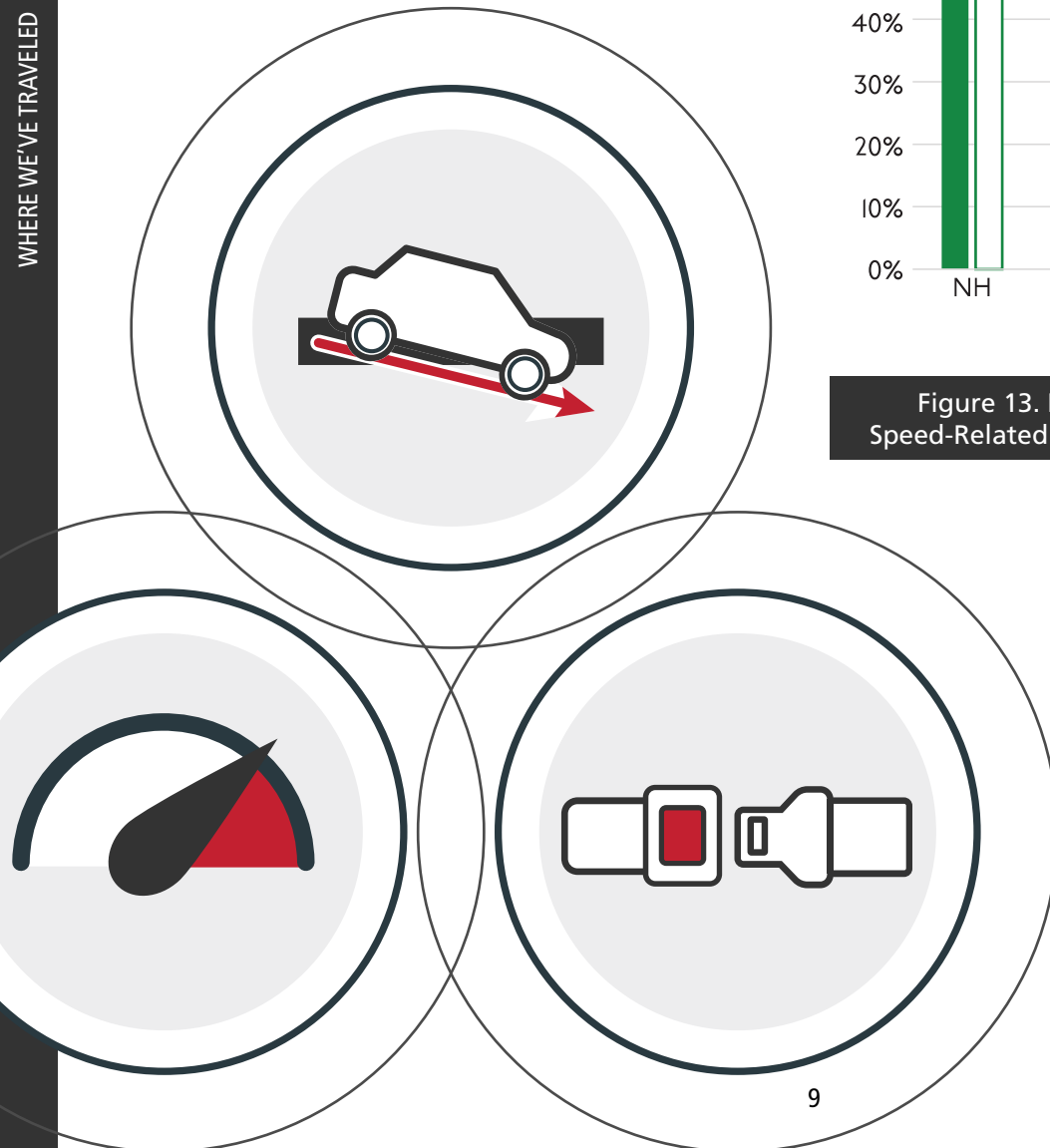


Figure 13. Percentage of Unrestrained and Speed-Related Fatalities in the Northeast by State.





SHSP Update Process

New Hampshire used a stakeholder-driven process to update the SHSP which included two statewide summits and working groups who updated the Plan. As a statewide plan, the SHSP included an array of transportation stakeholders representing the 4Es of transportation safety: Education, Enforcement, Engineering, and EMS. The diversity of these stakeholders allowed multidisciplinary perspectives to be voiced and created a collaborative atmosphere where stakeholders worked together to achieve a common vision, mission, and goal. The safety stakeholders included representatives from over 35 agencies at the local, State, regional, and Federal government, along with those from advocacy groups, private firms, and professional associations.⁹



Statewide Workshops

The update process began with a virtual statewide workshop with over 60 stakeholders from various agencies. During the meeting, stakeholders provided updates on accomplishments within their agencies since the 2017 Plan. New stakeholders were also included and learned about the SHSP and the update process. Stakeholders reviewed data trends over the past 5 years and provided feedback on the CEAs including revisions, additions, and organization of the Plan.

In December 2021, stakeholders met for a second workshop where they reviewed the 2022-2026 SHSP update process and created SMART objectives for the CEA strategies. SMART objectives are **S**pecific, **M**easurable, **A**ction-Oriented, **R**easonable, and **T**imebound. Stakeholders met in breakout rooms and identified supporting actions for a list of strategies to create a path for implementation. Following the workshop, stakeholders reviewed and provided feedback on the draft Plan.

Working Groups

The CEAs were grouped into three focus areas—Driver Behavior, Infrastructure, and Roadway Users—and Working Groups formed for each of the focus areas. The Working Groups included a multidisciplinary group of stakeholders with experts in each CEA and representatives from the 4Es. This allowed each group to be thoughtful in their approach and consider all roadway users and components of transportation safety. The Working Groups met virtually three times throughout the summer of 2021 and worked collaboratively to revise or refine CEA definitions, scope, organization, and strategies.



⁹ There are no Federally-recognized Tribes in New Hampshire.



Critical Emphasis Areas

The CEAs in the 2022 New Hampshire SHSP include:

Intersections



Roadway Departure



Distracted Driving



Impaired Driving



Speed and Aggressive Driving



Vehicle Occupant Protection



Older Drivers



Teen Traffic Safety



Vulnerable Road Users Motorized:
Motorcycles and Mopeds



Vulnerable Road Users Non-Motorized:
Pedestrians and Bicyclists



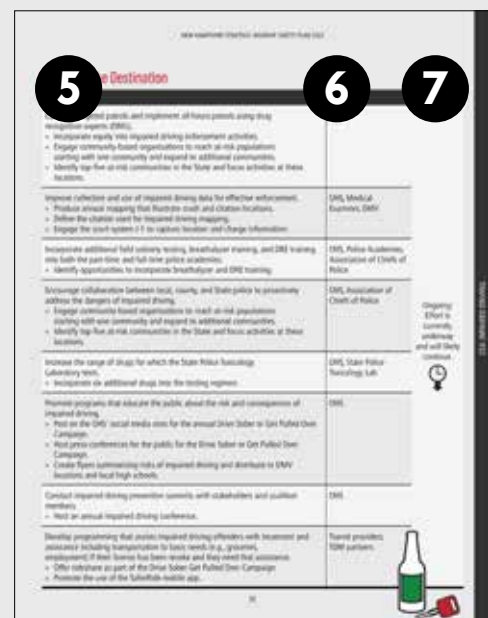
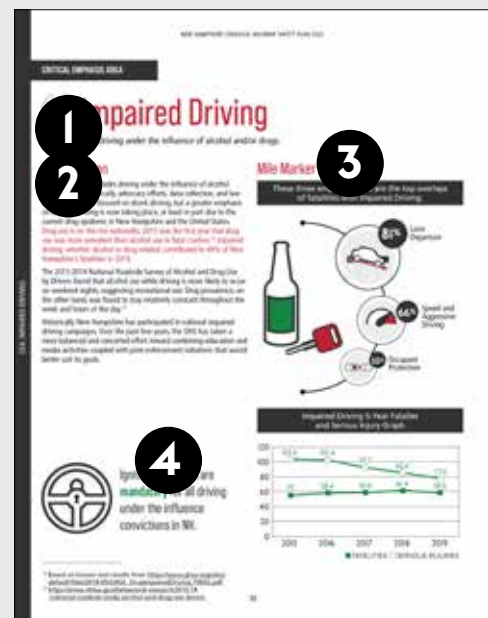
New in 2022

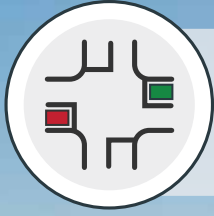
While most of the CEAs from the 2017 SHSP remain the same, Comprehensive Safety Data and Education and Public Outreach are now woven throughout the strategies in each CEA. Data, education, and public outreach are integral to the success of the SHSP and have applications in each CEA. The magnitude of crashes in Roadway Departure and Intersections constituted stand-alone CEAs and were separated from the previous Crash Locations CEA. The change from Speeding to Speed is subtle but highlights an important concept. The speeds of roadway users, regardless if posted speed limits are being exceeded, are a critical factor in a crash outcome and should be managed in a way that reduces opportunities for fatalities or serious injuries.

Roadmap for Reading the Plan

The following pages describe each CEA and list strategies with supporting actions to reduce and eliminate fatalities and serious injuries on New Hampshire's roads. Each CEA includes:

- 1 CEA Definition** discusses the crash types the CEA addresses.
- 2 Call to Action** provides context for the CEA and explains why the strategies and supporting actions were selected.
- 3 Mile Marker** presents the total fatalities and serious injuries data for the CEA from 2015 to 2019 (which is the last year of complete data) and identifies the top three overlapping CEAs.
- 4 Key Accomplishments** highlight accomplishments stakeholders have made within the CEA over the last 5 years.
- 5 Reaching the Destination** lists the strategies and supporting actions to reduce fatalities and serious injuries for the CEA.
- 6 Lead Agency** identifies the agency responsible for leading implementation.
- 7 Timeline** estimates the time it will take to implement a strategy or supporting action.





Intersections





CRITICAL EMPHASIS AREA



Intersections

CEA Definition: The junction of two or more roadways.

Call to Action

An intersection is a location at which the travel paths of various transportation modes (e.g., motor vehicles, pedestrians, bicyclists, buses, trains) converge. Intersections are necessary for a transportation network so that travelers can reach their desired destination whether commuting for work, leisure, or commerce. Intersections can take various forms including signalized or unsignalized, urban or rural, and single lane or multilane. These characteristics can lead to certain predictable crash types and patterns and corresponding potential countermeasures to improve safety.

Certain crash types are more prevalent depending on vehicular movements at intersections. For example, left-turn and through movements create opportunities for angle crashes—which tend to be more severe than other crash types, such as rear-ends. Limiting opportunities for these severe crash types to occur can improve roadway safety, through geometric changes to the roadway (e.g., roundabouts) or low-cost countermeasures (e.g., signing, retroreflective backplates on signals, pedestrian signals).¹⁰

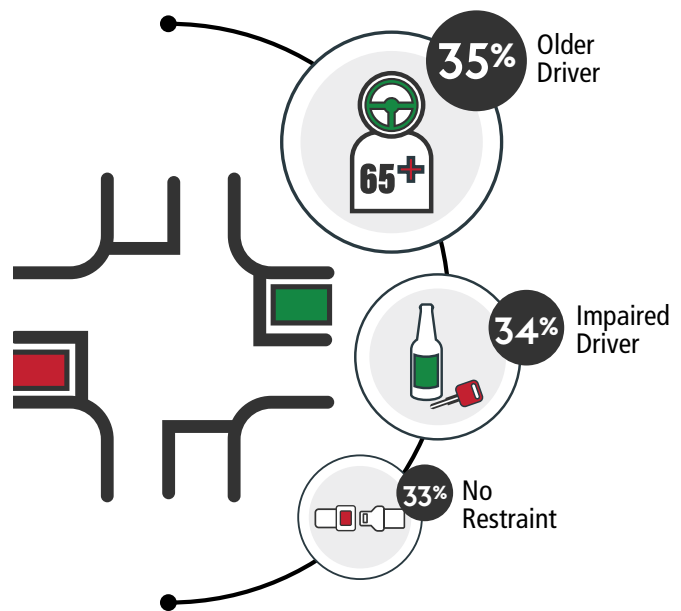
Intersections are also locations where vulnerable users are at risk due to differences in size and speed between conflicting modes. For example, research shows the chance of a pedestrian being seriously injured or killed if struck by a car traveling at 16 miles per hour (mph) is 10%, but is increased to 25% if the vehicle is traveling at 23 mph. In New Hampshire, 20% of pedestrian fatalities and the majority (55%) of bicyclist fatalities are at intersections.

Decreasing the number of intersection fatalities on both State and local roadways will be achieved through a multidisciplinary approach with education, enforcement, and EMS efforts supporting infrastructure improvements. NHDOT commonly uses Road Safety Audits (RSAs), benefit-cost analysis, and crash data to identify locations and improvements. Local Road Safety Plans (LRSPs) are another proven safety countermeasures that provide a framework for agencies to identify, analyze, and prioritize improvements on local roads. FHWA has an LRSP [Do-It-Yourself](#) website agencies can use to learn more about the process and create an LRSP.

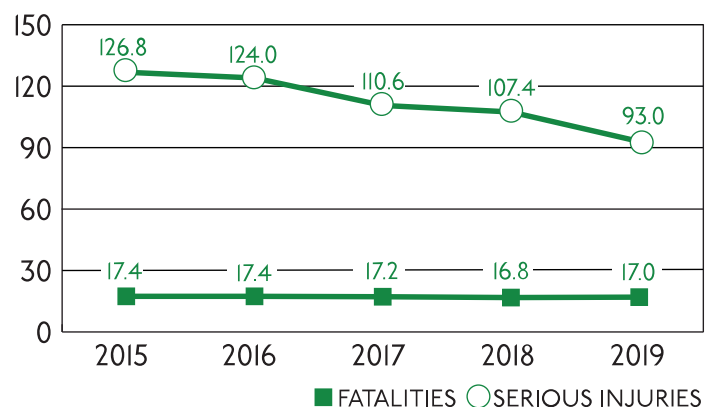
Railroad crossings in New Hampshire experienced some of the lowest number of fatalities in the country in recent years. The Federal Railroad Administration (FRA) reports that only 1 railway-highway crossing fatality occurred in New Hampshire between 2017 and 2020 (out of 1,020 nationwide), as well as 0 non-fatal incidents.

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Intersections:





Intersections 5-Year Fatalities and Serious Injury Graph

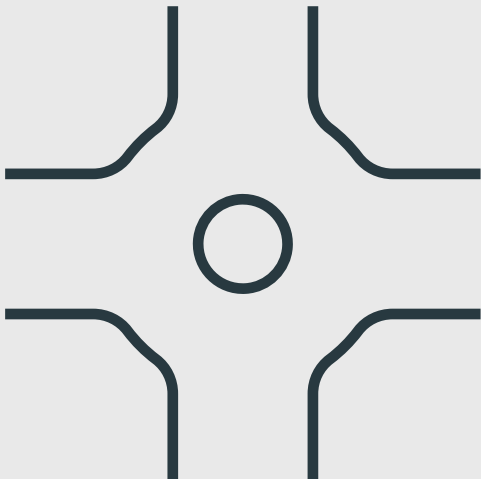


¹⁰ Crash costs for New Hampshire can be calculated using FHWA's [Crash Costs for Highway Safety Analysis](#).

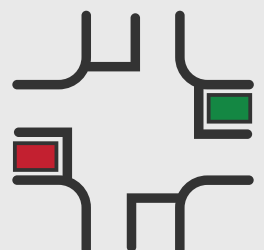
Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Improve visibility to and from intersections.</p> <ul style="list-style-type: none"> » Maintain vegetation, stone walls, clear zones, and other obstructions to allow clear sight lines. » Install and/or maintain pavement markings and signage that increase intersection conspicuity. 	NHDOT, Local Agencies, University of New Hampshire Local Transportation Assistance Program (UNH LTAP)	
<p>Implement countermeasures that reduce the frequency and severity of intersection crashes.</p> <ul style="list-style-type: none"> » Roundabouts. » Traffic signals. » Pedestrian warning systems (e.g., pedestrian hybrid beacons, rectangular rapid flashing beacons). » Auxiliary turn lanes. » Flashing yellow arrows or left-turn signals. » Install and maintain intersection pavement markings. » Flashing beacons. » Improve access management near intersections. » Prevent wrong-way driving. » Update railroad crossings to current standards. » Transverse rumble strips. » Curb bumpouts (specifically to reduce pedestrian-related intersection crashes in urban areas). » Intelligent traffic control devices (e.g., intersection conflict warning system). 	NHDOT, Local Agencies	<p>Ongoing: Effort is currently underway and will likely continue.</p> 
<p>Educate drivers on how to navigate new forms of traffic control (e.g., flashing yellow arrow, roundabouts).</p> <ul style="list-style-type: none"> » Partner with agencies to develop and market material (e.g., videos, flyers, online material, Public Service Announcements [PSAs]) through various channels, such as social media, town websites, newsletters, email, and chamber of commerce meetings. 	NHDOT, NHDMV, Local Agencies, New Hampshire Driver Education Teachers Association (NHDETA)	<p>Immediate: Less than 2 years.</p> 

See [Roadway Departures](#) for additional shared Strategies.



At least **11 roundabouts** have been constructed since the publication of the 2017 SHSP. Roundabouts are planned or under study in at least **20 more locations**.





Roadway Departure



CRITICAL EMPHASIS AREA



Roadway Departure

CEA Definition: Crashes involving drivers drifting out of their lanes into opposing traffic or off the roadway.

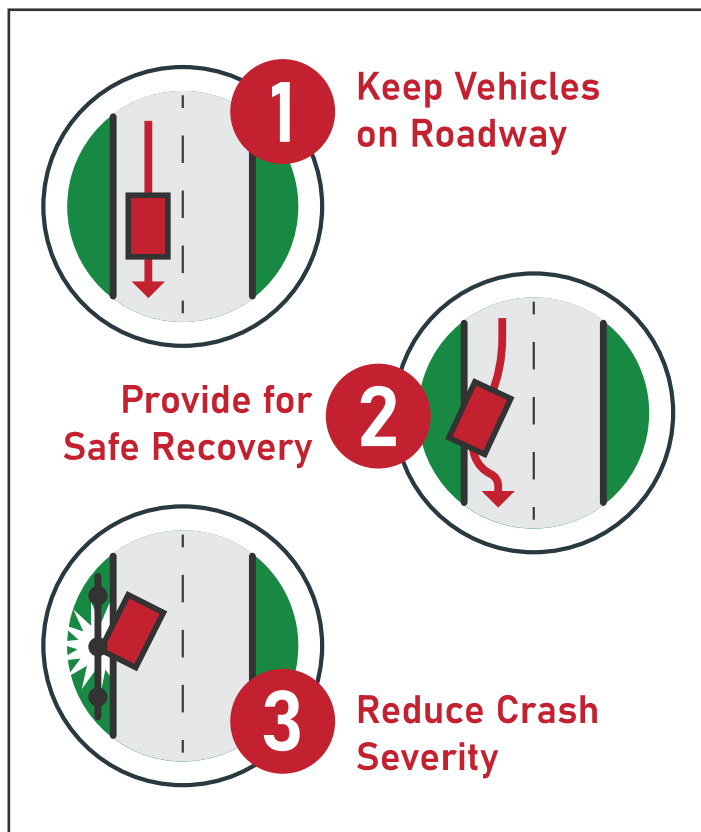
Call to Action

A roadway departure event can occur when a vehicle leaves its travel lane to the left or right—running off the road, drifting into another lane in the same direction, or crossing the center line into opposing traffic. These roadway departures result in different types of crashes, including fixed object, head-on, rollover, and sideswipe. The consequences of a vehicle leaving its lane can be severe, often resulting in a serious injury or death. **In New Hampshire, 70% of roadway fatalities involve roadway departures; this is the highest percentage out of all CEAs in the SHSP.** There are strong overlaps with certain driver behaviors that contribute to the number and severity of lane departure crashes, including speed, impairment, and no restraint use.

Evidence has shown the benefit of pursuing systemic and systematic improvements. Because these crashes occur in random locations, the most effective treatment is to apply low-cost countermeasures in many locations or across many miles of highway. The Federal Highway Administration (FHWA) notes that countermeasures to mitigate roadway departures can fit into three categories: (1) keeping vehicles on the roadway, (2) providing for safe recovery, and (3) reducing crash severity.¹¹

New Hampshire deploys countermeasures in each of these areas, including longitudinal rumble strips, horizontal curve warning signs, wet-reflective pavement markings, clear zone improvements, and guardrail replacement and modernization. All of these are proven countermeasures for reducing the number and severity of roadway departure crashes. To supplement these infrastructure improvements on State and local roadways, law enforcement, education, and EMS efforts are also needed to address the multi-faceted nature of lane departure crashes.

Work zones are locations where roadway departures are also prevalent. In a work zone, the roadway configuration is temporarily altered and speed limits are often reduced. These factors create a roadway environment that can be unexpected to a driver resulting in a more difficult task of keeping a vehicle in the travel lane. For these reasons, strategies to reduce work zone crashes are included in the Roadway Departure CEA.



High Risk Rural Roads Special Rule

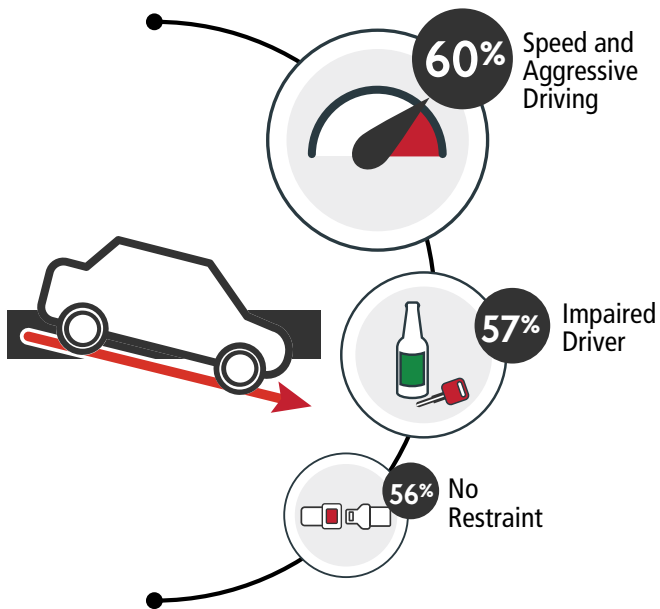
In New Hampshire, roadway fatalities involving a roadway departure are most common in rural areas. A high risk rural road (HRRR) is defined as “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks”.¹² As part of HSIP requirements, New Hampshire monitors its performance in this area and is not subject to the HRRR Special Rule since the fatality rate on rural roads has not increased over the most recent two-year period for which data are available.

¹¹ https://safety.fhwa.dot.gov/roadway_dept/

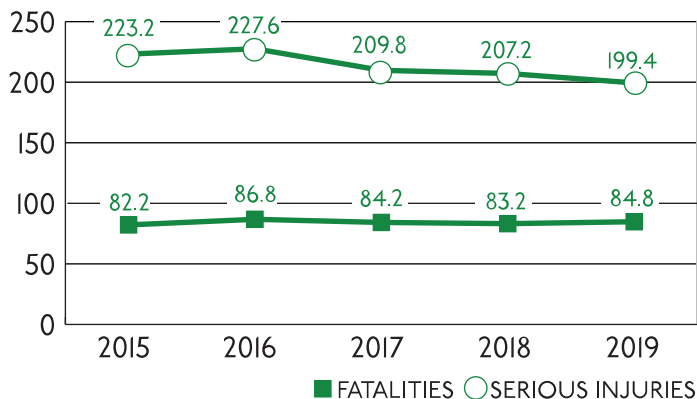
¹² <https://safety.fhwa.dot.gov/hsip/hrrr/>

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Roadway Departure:



Roadway Departure 5-Year Fatalities and Serious Injury Graph









NHDOT completed the modernization of **curve warning signs** for the **entire State highway system**.

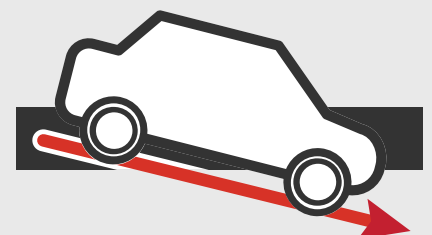
NHDOT installed **rumble strips** and **sinusoidal rumble strips**.

NHDOT installed **durable, wet-reflective pavement markings** on freeways and divided highways.

Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Install and maintain center line and shoulder rumble strips.	NHDOT	<p>Ongoing: Effort is currently underway and will likely continue.</p> 
<p>Educate the public and local officials about the benefits of rumble strips and other systemic improvements.</p> <ul style="list-style-type: none"> » Develop and market (e.g., PSAs, print material, flyers) about the crash reductions of rumble strips using New Hampshire-specific data. » Conduct outreach to adjacent landowners of new rumble strip installations to mitigate noise complaints. 	NHDOT	
<p>Conduct targeted enforcement at horizontal curves.</p> <ul style="list-style-type: none"> » Analyze crash data to identify locations with curve-related crashes and enforce speeds in these areas. 	State and Local Law Enforcement Agencies	
<p>Implement countermeasures that reduce the frequency or severity of lane departure crashes.</p> <ul style="list-style-type: none"> » Shoulder and center line rumble strips. » Curve warning signs and devices. » Guardrails and terminal units. » Median protection. » Pavement markings. » High friction pavement treatments. » Pavement edge drop off prevention. » Remove, relocate, or shield hazardous fixed objects. » Roadway lighting. » Roadside grading improvements. » Temporary pavement condition/maintenance. 	NHDOT and Local Agencies	
<p>Implement countermeasures and strategies that reduce the frequency or severity of work zone crashes.</p> <ul style="list-style-type: none"> » Proper sign package, pavement markings, and flagger operations per the Manual on Uniform Traffic Control Devices (MUTCD). » Promote safety training efforts/programs for work zone personnel and Traffic Incident Management (TIM) responders. » Smart work zones. » Crash attenuation devices. » Variable speed limits. » Proper lane tapers for lane closures or lane shifts. » Temporary pavement markings and pavement conditions during construction. » Integration of other data sets, including the Bureau of Construction work zone crash reports. » Temporary transverse rumble strips. 	NHDOT, Bureau of Construction	

Strategies and Supporting Actions	Lead Agency	Timeline
Evaluate, standardize, install, and maintain delineation, signing, and pavement markings on curves.	NHDOT	Immediate: Less than 2 years. 
Educate drivers of the benefit and proper use of vehicle safety technology (such as lane assist). » Develop and air PSAs. » Develop and distribute printed material in auto dealerships. » Develop and maintain a blog or web-based forum with tips on how to use vehicle technology for specific vehicle makes and models.	Office of Highway Safety (OHS), NH Auto Dealers Association, NH Public Risk Management Exchange (Primex ³)	
Shared Strategies between Intersections and Roadway Departure CEAs	Lead Agency	Timeline
Implement and instruct users on the application of the American Association of State Highway and Transportation Officials (AASHTO) <i>Highway Safety Manual</i> , Bike and Pedestrian standards, and the National Association of City Transportation Officials (NACTO) <i>Urban Street Design Guide</i> .	NHDOT, UNH LTAP	Ongoing: Effort is currently underway and will likely continue. 
Use FHWA Proven Safety Countermeasures resources, such as RSAs and LRSPs.	NHDOT, RPCs	
Educate drivers about vehicle mechanical failures by promoting vehicle maintenance and upholding annual safety inspections.	NHDMV, New Hampshire Department of Safety (NHDOS), OHS	Immediate: Less than 2 years. 
Improve the quality and accessibility of crash data to transportation practitioners for safety analyses.	NHDOT, NHDMV	Intermediate: 2-5 years.  





Distracted Driving





CRITICAL EMPHASIS AREA



Distracted Driving

CEA Definition: Any non-driving activity that a person engages in while driving that causes inattentiveness or distracts them from the primary task of driving. Four main types of distraction are visual, manual, cognitive, and drowsiness.

Call to Action

Distracted driving is any non-driving activity that a driver engages in that has the potential to distract from the primary task of driving. **The four main types of distraction are visual, manual, cognitive, and drowsiness. Texting while driving encompasses three of these distraction areas.** According to NHTSA, sending or reading a text takes your eyes off the road for five seconds. At 55 mph, this is equivalent to driving the length of an entire football field with your eyes closed.¹³

New Hampshire law bans the use of handheld electronic devices while driving or temporarily halted in traffic; Bluetooth or other hands-free electronic devices are allowed.

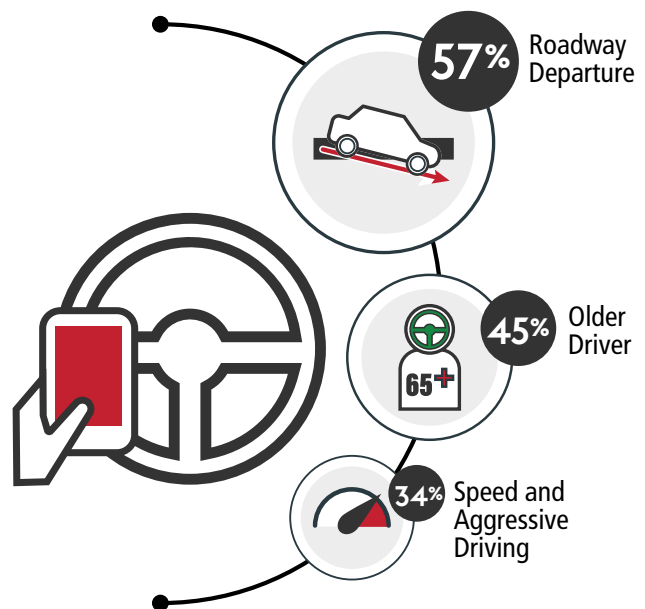
In New Hampshire, fatalities due to distracted driving appear to be on a downward trend, from 15% in 2015 to 8% in 2019. However, accurate reporting is a challenge associated with this emphasis area. Currently, the crash reporting form used in New Hampshire does not clearly differentiate between types of distracted driving, and evidence shows that driver cell phone or in-vehicle technology use in crashes is often underreported across the country. Crash reports tend to focus on citable offenses and immediate causes of crashes (failure to yield, lane departure), but the underlying reason for the attention lapse that led to those citable offenses may not be identified. New Hampshire law prevents a responding officer from checking a mobile device or in-vehicle entertainment system without a search warrant to determine if it was in use immediately prior to a crash and may have contributed. While warrants are typically drawn for investigations of fatal crashes, it is uncommon for this to happen with non-fatal crashes. A lack of data on such potential causal factors makes it difficult to determine the true role of driver distraction.¹⁴



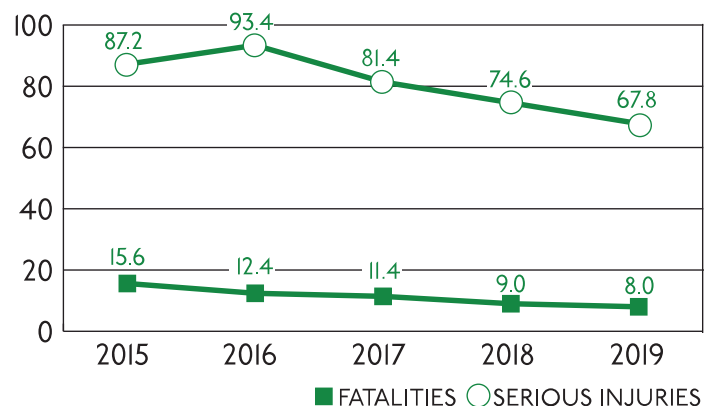
New Hampshire legislature passed RSA 265:79-c in 2016 which **banned the use of mobile devices while driving.**

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Distracted Driving:



Distracted Driving 5-Year Fatalities and Serious Injury Graph










¹³ <https://www.nhtsa.gov/risky-driving/distracted-driving>

¹⁴ Undercounted is Underinvested: How Incomplete Crash Reports Impact Efforts to Save Lives, National Safety Council, 2021



Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Promote strong laws, enforcement, and education based on data analysis and available studies to reduce the number of drivers using electronic devices. » Participate in national and local awareness campaigns involving media and enforcement. » Use education messaging on changeable message signs.	OHS	Ongoing: Effort is currently underway and will likely continue. 
Target periods of enforcement with local/State collaboration (e.g., AM and PM times).	OHS	
Encourage awareness programs addressing distracted driving. » Conduct at least one annual public service announcement by OHS about distracted driving. » Reach out to schools to encourage youth to be advocates for attentive driving. » Involve the Injury Prevention Center to find ways to involve and partner with schools. » Conduct an annual AAA campaign with PSAs that focus on impairment and distraction. » Work with the public information officer at the OHS to develop specific messages for different demographics.	OHS	
Maintain or strengthen distracted driving legislation through education and advocacy. » Place topic on Traffic Safety Commission agenda annually. » Continue to advocate for maintaining current law. » Review current penalties related to hands-free law and identify potential adjustments.	National Safety Council of Northern New England, AAA	
Create a coalition against distracted driving. The coalition's goal will be to support legislation, and further education efforts. » Identify additional members for the distracted driving task force. » Identify additional types of organizations/agencies for inclusion on the task force. » Conduct at least six meetings annually for the distracted driving task force. » Involve more community organizations.	NH Traffic Safety Commission, NH Distracted Driving Task Force, NH Association of Chiefs of Police	
Develop and implement a Distracted Driving Action Plan to advocate for attentive driving.	OHS	Immediate: Less than 2 years. 
Work with law enforcement agencies to develop procedures to better identify any role played by driver distraction and consistently record that information on crash reports, regardless of whether that distraction is a citable offense.	OHS, NH Association of Chiefs of Police	Intermediate: 2-5 years.  
Continue to improve in-vehicle electronics and safety systems to reduce the distraction they may present to the driver. » Identify opportunities involving vehicle-to-infrastructure technology which help to provide drivers information on current status of surrounding infrastructure.	NH Distracted Driving Task Force	Long-Term: More than 5 years. 
Research tools for law enforcement to determine if a motorist was using an electronic device.	OHS, National Safety Council of Northern New England	 



Impaired Driving





CRITICAL EMPHASIS AREA



Impaired Driving

CEA Definition: Driving under the influence of alcohol and/or drugs.

Call to Action

Impaired driving includes driving under the influence of alcohol and/or drugs. Historically, advocacy efforts, data collection, and law enforcement have focused on drunk driving, but a greater emphasis on drugged driving is now taking place, at least in part due to the current drug epidemic in New Hampshire and the United States.

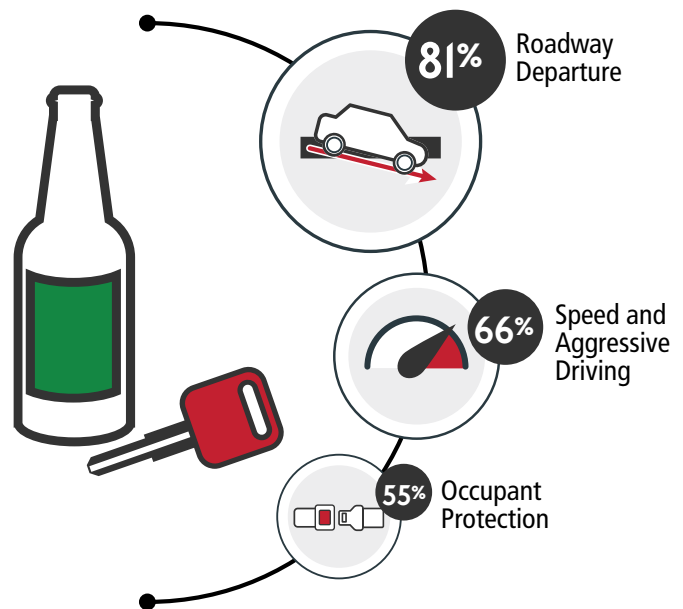
Drug use is on the rise nationally; 2015 was the first year that drug use was more prevalent than alcohol use in fatal crashes.¹⁵ Impaired driving, whether alcohol or drug related, contributed to 49% of New Hampshire's fatalities in 2019.

The 2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers found that alcohol use while driving is more likely to occur on weekend nights, suggesting recreational use. Drug prevalence, on the other hand, was found to stay relatively constant throughout the week and hours of the day.¹⁶

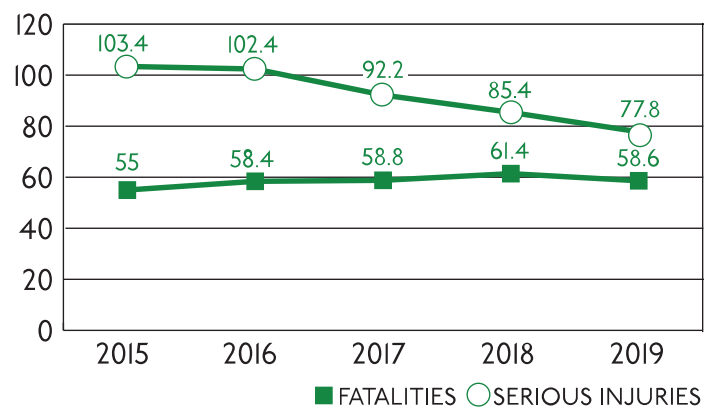
Historically New Hampshire has participated in national impaired driving campaigns. Over the past few years, the OHS has taken a more balanced and concerted effort toward combining education and media activities coupled with joint enforcement initiatives that would better suit its goals.

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Impaired Driving:



Impaired Driving 5-Year Fatalities and Serious Injury Graph


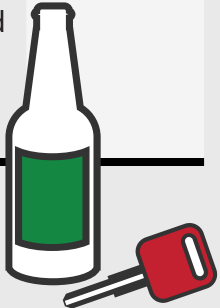


Ignition interlocks are **mandatory** for all driving under the influence convictions in NH.

¹⁵ Based on known test results from https://www.ghsa.org/sites/default/files/2018-05/GHSA_DrugImpairedDriving_FINAL.pdf

¹⁶ <https://www.nhtsa.gov/behavioral-research/2013-14-national-roadside-study-alcohol-and-drug-use-drivers>

Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Continue targeted patrols and implement all-hours patrols using drug recognition experts (DREs).</p> <ul style="list-style-type: none"> » Engage community-based organizations to reach at-risk populations starting with one community and expand to additional communities. » Identify top-five at-risk communities in the State and focus activities at these locations. 	OHS	<p>Ongoing: Effort is currently underway and will likely continue.</p> 
<p>Improve collection and use of impaired driving data for effective enforcement.</p> <ul style="list-style-type: none"> » Produce annual mapping that illustrates crash and citation locations. » Mapping information related to Impaired Driving incidents. » Extraction of location and charge information via E-Crash/E-Ticket (J-1) or manual means. 	OHS, Medical Examiner, NHDMV	
<p>Incorporate additional field sobriety testing, breathalyzer training, and DRE training into both the part-time and full-time police academies.</p> <ul style="list-style-type: none"> » Identify opportunities to incorporate breathalyzer and DRE training. 	OHS, Police Academies, Association of Chiefs of Police	
<p>Encourage collaboration between local, county, and State police to proactively address the dangers of impaired driving.</p> <ul style="list-style-type: none"> » Engage community-based organizations to reach at-risk populations starting with one community and expand to additional communities. » Identify top-five at-risk communities in the State and focus activities at these locations. 	OHS, Association of Chiefs of Police	
<p>Increase the range of drugs for which the State Police Toxicology Laboratory tests.</p> <ul style="list-style-type: none"> » Incorporate six additional drugs into the testing regimen. 	OHS, State Police Toxicology Lab	
<p>Promote programs that educate the public about the risk and consequences of impaired driving.</p> <ul style="list-style-type: none"> » Post on the OHS' social media sites for the annual Drive Sober or Get Pulled Over Campaign. » Host press conferences for the public for the Drive Sober or Get Pulled Over Campaign. » Create flyers summarizing risks of impaired driving and distribute to DMV locations and high schools. 	OHS	
<p>Conduct impaired driving prevention summits with stakeholders.</p> <ul style="list-style-type: none"> » Host an annual impaired driving conference. 	OHS	
<p>Develop programming that assists impaired driving offenders with treatment and assistance including transportation to basic needs (e.g., groceries, employment) if their license has been revoked and they need that assistance.</p> <ul style="list-style-type: none"> » Offer rideshare as part of the Drive Sober Get Pulled Over Campaign. » Promote the use of the SaferRide mobile app. 	Transit providers, Transportation Demand Management (TDM) partners	



Speed and Aggressive Driving



CRITICAL EMPHASIS AREA



Speed and Aggressive Driving

CEA Definition: Speeding is driving above speed reasonable and proper for the roadway conditions.

Call to Action

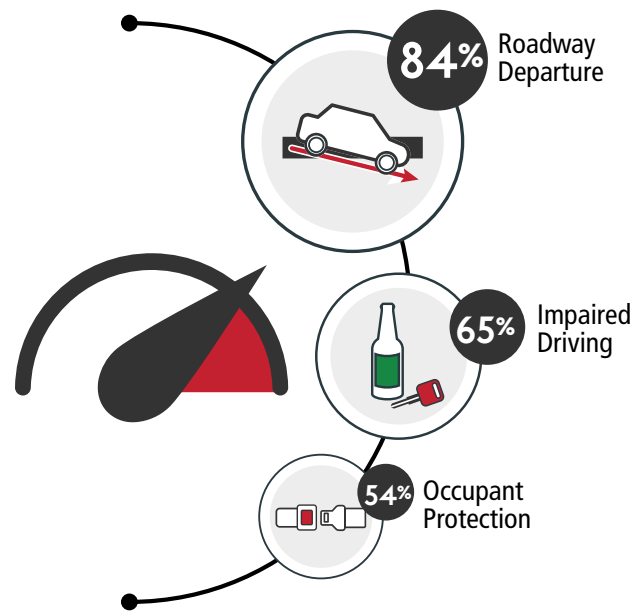
Excessive speed is one of the most common contributing factors in motor vehicle crashes in the United States and New Hampshire is no exception. **Speeding and aggressive driving contributed to 297 fatalities and 571 serious injuries in New Hampshire from 2015 through 2019.** Of those fatalities, 47% were due to crashes occurring on a horizontal curve, and 59% were due to collisions with a fixed object.

Speed increases crash risk; as speed increases so does the likelihood of a crash occurring and the likelihood that the crash will result in more severe injuries. According to a national study conducted by the AAA Foundation for Traffic Safety, the average risk of severe injury to a pedestrian increased from 10% at 16 mph, to 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph.¹⁷ Crash test research by the Insurance Institute for Highway Safety shows that for the average vehicle in the United States, an impact speed of 40 mph results in minimal intrusion into the driver's space, whereas at 56 mph, the vehicle interior is severely compromised.¹⁸

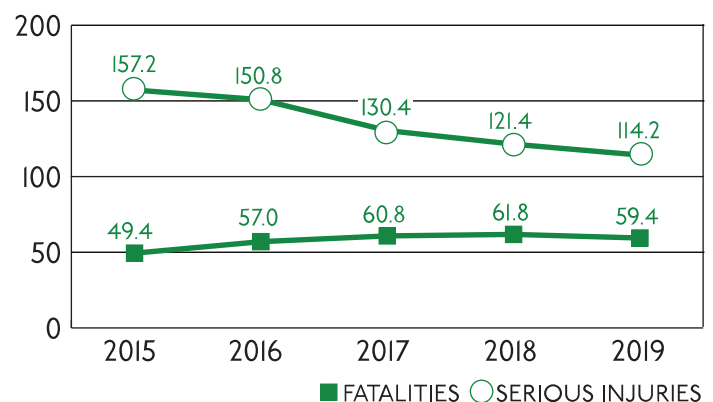
The OHS continues to combat speeding and aggressive driving through increased data-driven enforcement, working with partners to change design of roadways, and educating the public on the dangers of engaging in this behavior. The combination of providing safe driving tips and publicizing upcoming high visibility enforcement is a proven countermeasure to encourage compliance with posted speed limits.¹⁹

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Speed and Aggressive Driving:



Speed and Aggressive Driving 5-Year Fatalities and Serious Injury Graph




¹⁷ Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

¹⁸ <https://www.iihs.org/news/detail/new-crash-tests-show-modest-speed-increases-can-have-deadly-consequences>

¹⁹ Countermeasures That Work 10th Edition, National Highway Traffic Safety Administration, 2020.

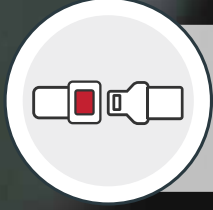
Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Provide for law enforcement operations in the design, construction, and maintenance of roadways.	NHDOT	Ongoing: Effort is currently underway and will likely continue. 
Identify and deploy targeted enforcement in known speed corridors. <ul style="list-style-type: none"> » Target local and non-interstate roads to manage speed enforcement efforts, particularly in densely populated areas. » Deploy consistent and repeatable techniques to record crashes. » Reassess and update data collection methods. 	OHS	
Apply best practices for setting reasonable and credible speed limits. <ul style="list-style-type: none"> » Review emerging practices that increase consideration of non-motorized activity and deemphasize 85th-percentile speed in setting speed limits. » Set speed limits that are appropriate for the land use context. » Incorporate the needs of all users when setting speed limits and use data to inform the selection of the speed limit. 	NHDOT	
Work with Judicial Outreach Liaisons to encourage judicial respect for and support of speeding citations. <ul style="list-style-type: none"> » Develop a handout and presentation for Judicial Outreach Liaisons highlighting dramatic differences in survival rates for vulnerable users when hit by cars traveling at speeds at 20 mph vs. 30 mph vs. 40 mph. 	OHS	
Implement roadway designs that are self-enforcing. <ul style="list-style-type: none"> » Institutionalize and implement complete streets practices. » Conduct RSAs to identify design opportunities to address speed. » Review signage installations for proper placement. » Use FHWA Proven Safety Countermeasures resources, such as RSAs and LRSPs. 	NHDOT, municipalities	
Educate the public of the dangers and consequences of speeding. <ul style="list-style-type: none"> » Participate in campaigns like NHTSA's "<u>Obey the Sign or Pay the Fine</u>" and "<u>Stop Speeding Before it Stops You</u>". » Illustrate the difference in travel speeds with respect to braking distance and crash survivability. 	OHS	



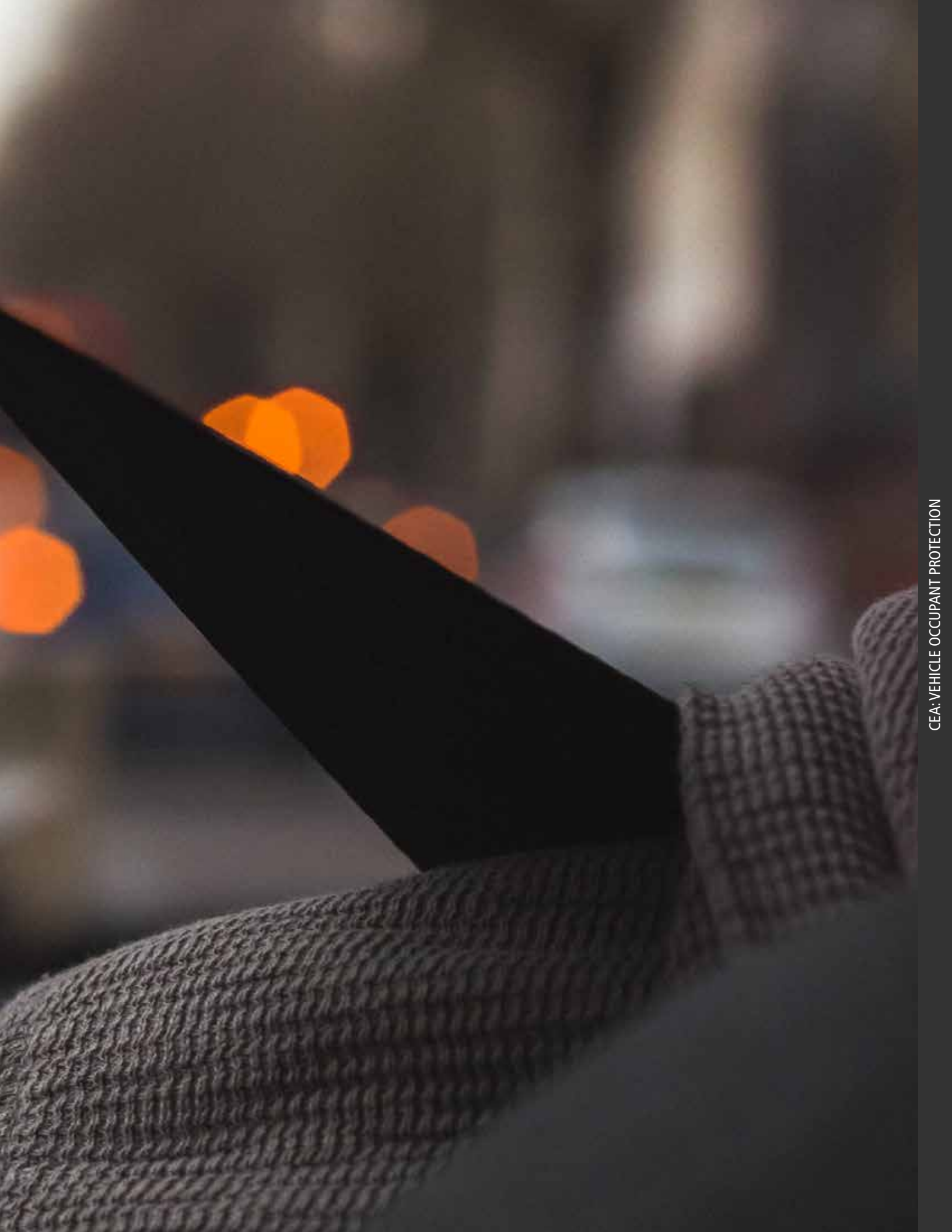
The NHDOT, OHS, and the Association of Chiefs of Police created a **Speed Management Task Force** to combine efforts in the area of speed management.





Vehicle Occupant Protection





CRITICAL EMPHASIS AREA



Vehicle Occupant Protection

CEA Definition: Vehicle occupant protection is the proper use of seat belts, child safety restraints, and other vehicle safety features that help to avoid or reduce the severity of injuries that might result from a crash.

Call to Action

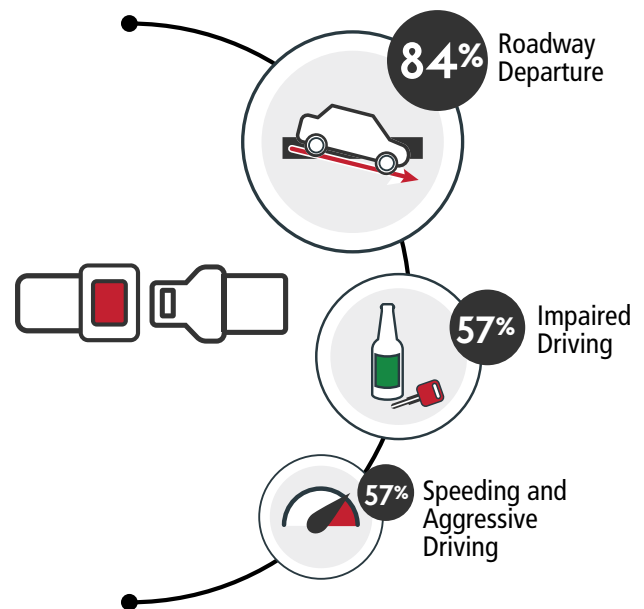
Buckling one's seat belt is the single most effective action to protect a person from serious injury or death in a roadway crash. Research has found that seat belts reduce the risk of fatal injury to front seat occupants by 45% and the risk of moderate-to-critical injury by 50% in passenger cars. For light truck occupants, safety belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.²⁰

According to NHTSA, seat belt use in New Hampshire reached a peak of 76% in 2018, but it has generally hovered around 70%. **New Hampshire reported that over half of persons fatally injured in passenger vehicle crashes were not using seat belts.** Although the 5-year average of the rate of unrestrained fatalities (per one million VMT) in New Hampshire declined 28% between 1998 and 2019, other States in New England States observed an over 50% decrease during the same period. Furthermore, the 5-year average of New Hampshire's rate of unrestrained fatalities in 2019 was 65% higher than the rest of New England combined.

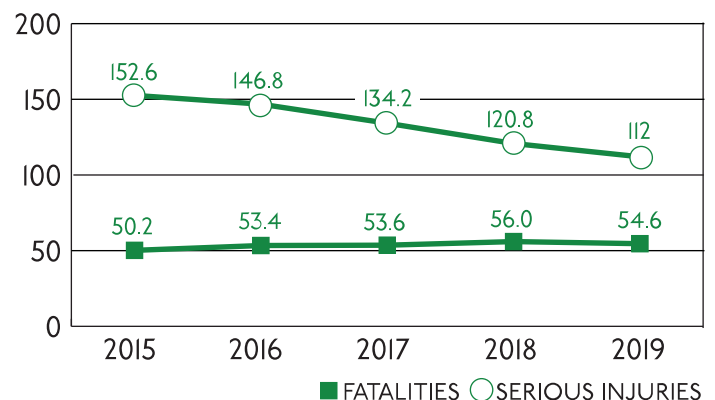
New Hampshire is the only State that does not have a seat belt law for adults but does require restraints for occupants under 18 years of age. This fact affects more than the individual user. Research shows that passenger restraint use for children is higher when the driver is also belted.²⁰ In April 2019, New Hampshire underwent an Occupant Protection Assessment. The assessment clearly highlighted the need for the increased use of seat belts by adults. The assessment also identified the need to expand New Hampshire's current Child Passenger Safety programs to the more rural and remote counties, as well as in urban areas of the State.²¹

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Vehicle Occupant Protection:




Vehicle Occupant Protection 5-Year Fatalities and Serious Injury Graph



²⁰ Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

²¹ https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-10/NH_FY22_HSP%208-9-2021.pdf

Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Explore the adoption of an adult seat belt law.	National Safety Council	Ongoing: Effort is currently underway and will likely continue. 
Support the enforcement of the child restraint law. » Conduct mobilization efforts such as Join the NH Clique. » Post on social media to educate the public on child restraint laws.	CHaD IPC, police departments	
Work closely with New Hampshire's Teen Driving Program to increase teen seat belt usage through education campaigns.	CHaD IPC	
Partner with corporate stakeholders and other available education resources to promote increased occupant protection. » Create PSAs to market carpooling/ride share options.	CHaD IPC	
Provide child restraint educational programs and information to parents, guardians, caregivers, and medical personnel (e.g., the New Hampshire Pediatric Society). » Partner with schools and annually send a newsletter detailing education programs. » Market through social media infant seat checks available at local police, fire, and EMS stations.	OHS	
Educate and assist law enforcement personnel in their efforts to enforce New Hampshire's child restraint law. » Conduct enforcement efforts to educate the public on the law.	OHS	
Educate and inform the public about occupant protection initiatives and increase seat belt usage through education campaigns. » Use the services of new public information officer for OHS for public awareness/education. » Continue to use NH Fisher Cats for PSAs at stadium. » Distribute federal funds to organizations and agencies to address enforcement and outreach/record keeping/data analysis. » Continue Child Protection Safety program funding from OHS. » Engage and connect the efforts of the Seatbelt Coalition and OHS in public outreach and education. » Continue the National Safety Council "Seatbelts for All" program. » Support point reduction classes for license retention including retraining & education.	OHS	

RSA 265:107-a requires passengers **under 18 years of age in New Hampshire to wear a seat belt**. This law also requires children under 7 years of age to be in a child restraint system.





Older Drivers





CRITICAL EMPHASIS AREA

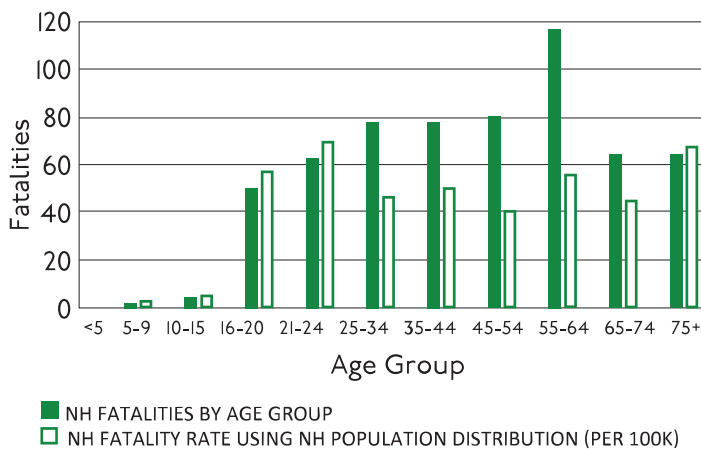


Older Drivers

CEA Definition: Crashes involving drivers age 65 and older.

Call to Action

Older adults will comprise a growing percentage of New Hampshire's drivers in the coming years. According to the Census Bureau's and the NH State Data Center's American Community Survey, the percentage of New Hampshire's population over the age of 64 rose from 16.4% in 2015 to 18.6% in 2019, and is projected to rise to 26.6% by 2030 and 28.2% by 2035. This aging of the population may have serious highway safety implications because the reduction of physical and cognitive abilities associated with the aging process can diminish driving skills and increase crash rates and severities; however there can be a wide range of abilities among the drivers within this broad age group.



It is therefore not surprising that the number of fatalities and serious injuries in this age group have increased over the past five years. Thirty-six percent of the total fatalities in 2019 involved older drivers. This is up from 26% in 2015. By contrast, the share of population over the age of 64 as a proportion of the driving-aged population (age 16+) only grew between 3 and 4% over the same time period.

As New Hampshire's older driver population continues to grow, the younger driver population is shrinking. Correspondingly, the ratio of older-driver related fatalities (ages 65+) to younger driver-related fatalities (ages 15-20) have increased from roughly 3:2 to 2:1 over the last decade.

All New Hampshire drivers must renew their license every five years and a vision test is required at renewal. A road test may be required at renewal at the discretion of DMV personnel. **Unlike most States, New Hampshire does not have a formal process for reporting drivers suspected of becoming unsafe.** Drivers who are 75 years of age or older when their license expires are generally required to renew **in person** at a DMV office. In addition to taking a vision test they will also perform a road test. These steps provide an opportunity for trained DMV personnel to screen the license candidates for potentially unsafe or diminished driving abilities. The DMV can place restrictions or conditions on a person's driver's license after administering a driving test. Medical practitioners are also encouraged to evaluate their patients on their ability to drive, however those who make fitness-to-drive decisions are not anonymous, nor are they immune from retaliatory legal action.

Older drivers do not have uniform access to alternative transportation and may therefore drive with physical or cognitive impairments because they do not have viable transportation options. In many communities, community transportation or other volunteer driving programs do not exist. A statewide needs assessment would help determine where and how the State can provide support for older drivers through education, professional assistance, and development of alternative transportation options that currently don't exist statewide.

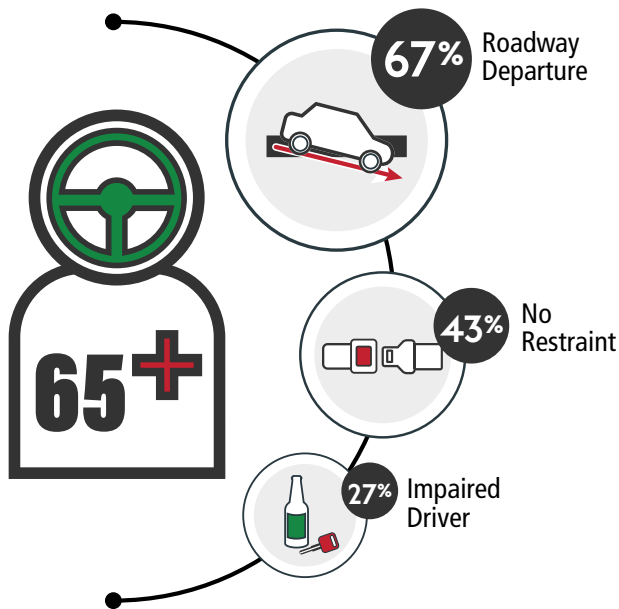
Older Driver and Pedestrian Special Rule

The Moving Ahead for Progress in the 21st Century (MAP-21) created a Special Rule for older drivers. This Special Rule applies "if the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 increases over the most recent two-year period".²² If the rate increases, the State is required to include strategies that address those increasing rates in its Highway Safety Improvement Program. New Hampshire monitors its performance in this area and is not currently subject to the Older Driver and Pedestrian Special Rule.

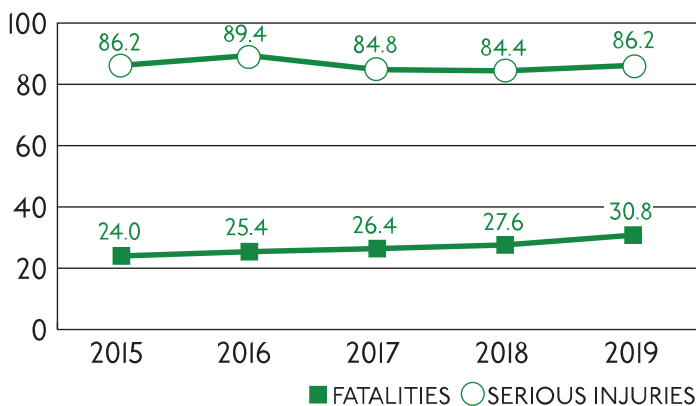
²² Older Drivers and Pedestrians Special Rule - Safety | Federal Highway Administration (dot.gov)

Mile Marker

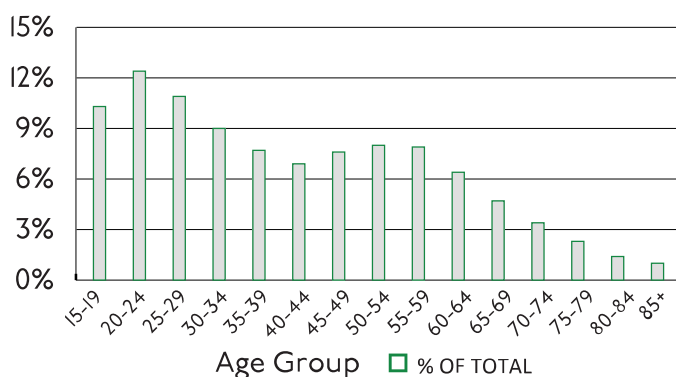
These three emphasis areas are the top overlaps of fatalities with Older Drivers:



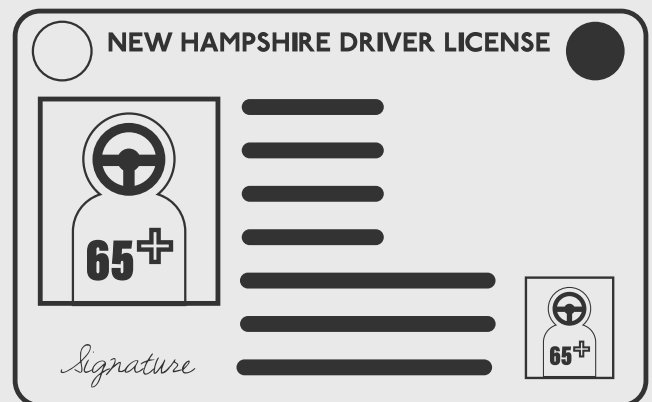
Older Drivers 5-Year Fatalities and Serious Injury Graph



% of Licensed Drivers Involved in Crashes by Age Group, Average of 2015-2019




NHDMV staff are **trained to identify at-risk older drivers** during renewal process and place conditions on their licensure accordingly.



NHDMV participated in the Driving Toward Zero coalition for older drivers. The coalition assisted in the development of a **form for use by physicians concerned about their patients' ability to drive safely.**





Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Develop and disseminate educational materials focused on:</p> <ul style="list-style-type: none"> » How the use of prescription and non-prescription medications and supplements can impact the safety of older road users. » Tools that explain how the aging process may affect driving abilities. » Programs that allow drivers to refresh their driving skills (e.g., AARP CarFit, Exeter Hospital DriveAbility). » Develop new programs, tools, and materials to help educate seniors on changes in new car technologies, changes to roadway designs, and other information to help seniors stay safe. 	NH Department of Health and Human Services – Injury Prevention Program (DHHS-IPP), AARP, NHDETA, North New England Poison Center (NNEPC), Bureau of Elderly and Adult Services (BEAS)	
<p>Develop a statewide assessment of transportation needs for older adults in New Hampshire. The assessment will develop: 1) an estimate of the total number of older adults (age 65+) in New Hampshire who currently do not drive, 2) a projection of how this number is expected to change in the coming decade, 3) an estimate of total annual trips needed by this non-driving population, and 4) an estimate of current capacity, by county, to provide these trips across public, private, and non-profit and private for-profit providers. Beyond this quantitative component, the assessment will identify programs and infrastructure needed to keep driving seniors safe, assistance to older adults who are transitioning to retiring their driver's license, and outreach and education for older adults who no longer driver and rely on transit options.</p> <ul style="list-style-type: none"> » Expand public transit and community transportation services to fill gaps that were identified in the statewide assessment. » Incorporate the findings from the statewide needs assessment into design practices that accommodate the needs of older drivers (e.g., increasing signage size, more usage of fog lines that support autonomous driving features). 	NHDOT, RPC, State Commission on Aging, State (SCC) and Regional Coordination Councils (RCCs) for Community Transportation	<p>Immediate: Less than 2 years.</p> 



AARP has made **numerous older driver resources available online** including fit-to-drive tools that help a person or family member assess capacity to continue driving, as well as **car-fit tools** that promote continued safe driving and mobility among older drivers by focusing attention on vehicle safety, comfort, and fit.

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Re-convene the State Older Driver Task Force.</p> <ul style="list-style-type: none"> » Partner with agencies to promote self-assessment, expand and replicate initiatives such as Exeter Hospital's DriveAbility older driver assessment and refresher training program, CarFit workshops that support older drivers to be safer, and other older driver resources. » Develop an online uniform statewide driver assessment tool for use by medical professionals and protect their anonymity and/or provide immunity from legal action. » Provide funding opportunities for a retest for older drivers. 	NHDOS, NHDMV, BEAS	
<p>Reactivate the NH Medical Advisory Board.</p> <ul style="list-style-type: none"> » Identify lead agencies and individuals and convene a meeting to establish goals and objectives. » Establish meeting frequency and agenda and conduct regularly scheduled meetings. 	DMV, BEAS	Intermediate: 2-5 years.  
<p>Select screening tools used in licensing and develop training and guidelines for DMV staff and law enforcement to uniformly identify potential medical or cognitive impairments that can affect driving ability.</p> <ul style="list-style-type: none"> » Assess how other States identify drivers who, due to progression of cognitive or physical disability, are no longer able to safely operate a vehicle. » Develop a program or support expansion of existing programs to assist older adults who need to retire from driving. 	Medical Advisory Board	



RPCs, SCCs and RCCs, Alliance for Healthy Aging Transportation Committee, Transport NH, State Commission on Aging, and transit agencies have collaborated on several **outreach programs to assist disabled and older adults better understand the transportation options in New Hampshire.**





Teen Traffic Safety



CRITICAL EMPHASIS AREA



Teen Traffic Safety

CEA Definition: Crashes involving drivers 18 and under.

Call to Action

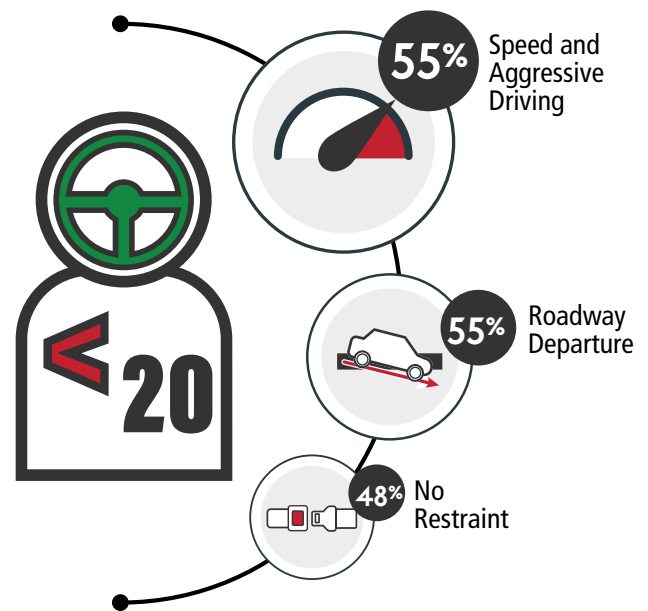
Between 2015 and 2019, drivers 18 and under accounted for 8% of fatalities and serious injuries, despite representing less than 4% of the driving population.²³ Due to this significant over-representation of severe crashes, the State needs to continue to provide support for teen drivers through education and parental involvement. Teen drivers are at a higher risk of being involved in a motor vehicle crash due to inexperience with driving and by other factors. Additional contributing factors for teen driver-related fatal crashes include roadway departure, speed, and unrestrained vehicle occupants.

New Hampshire is the only State that does not require a learner's permit before issuing a youth operator's license.²⁴ However, there are still learning steps that are required of new teen drivers to obtain a license. Teens may start learning with a licensed adult at age 15 1/2 and may apply for a youth operator's driver license at age 16. License applicants between ages 16 and 21 must have parental consent and complete a driver's education course that includes 30 hours of class time, 10 hours of professional behind-the-wheel training, and 6 hours of driving observation. They must also complete 40 hours of supervised driving time, including 10 hours of nighttime driving. There are also safety stipulations for licensed drivers under the age of 18. Minor drivers are prohibited from driving between 1 a.m. and 4 a.m. For the first 6 months of licensure, teens can transport only one non-family member passenger who is under 25 years old. This requirement is waived if the driver is supervised (in the front seat) by a licensed adult who is at least 25 years old. At no time can a teen driver transport more passengers than there are available seatbelts.

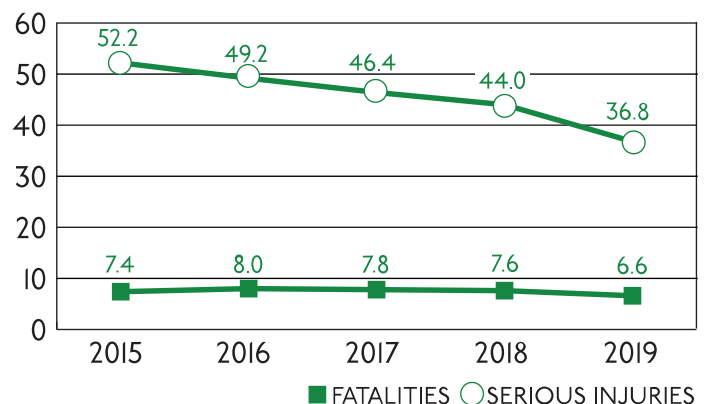
In addition to the steps New Hampshire has been taking, it is also encouraging that over the past five years the numbers of teen driver-related fatalities and serious injuries have been declining. However, also contributing to this decline is the reduction in the number of registered teen drivers in the State in recent years.²³

Mile Marker

These three emphasis areas are the top overlaps of fatalities with Teen Traffic Safety:









Teen Traffic Safety 5-Year Fatalities and Serious Injury Graph

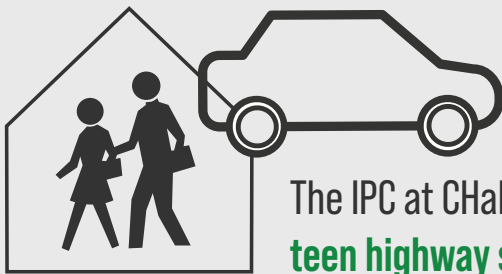


²³ FHWA Highway Statistics: Table DL-22.

²⁴ The [GHSA website](#) summarizes the teen and novice driver programs nationwide and lists the learner stage durations for every State. NH is the only State that lists "None" as there is no learners permit.

Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Target educational outreach to novice teen drivers. » Continue educational outreach to high schools. » Create peer to peer educational outreach materials. » Create educational material to include in drivers' education courses on vehicle maintenance and inspection for young drivers. » Promote and encourage funding opportunities through State, local, and private entities for driver's education classes to allow greater access for all students. » Promote the Drive Buddy program.	CHaD IPC Teen Driver Program, NHDETA	Ongoing: Effort is currently underway and will likely continue. 
Increase parental involvement in teen driving and training. » Maintain a web-based parent toolbox for educational information and other links to resources. Include an emphasis on driving as a responsibility rather than simply a right.	CHaD IPC Teen Driver Program, NHDETA, OHS	Intermediate: 2-5 years.  
Consider adding a formal permit system to the process of becoming a licensed New Hampshire driver. » Partner with other States and collect information on positive outcomes of Graduated Driver License (GDL) programs. » Create educational marketing materials (e.g., flyers, brochures, PSAs) on GDL programs.	NHDMV, NHDOS, DHHS-IPP	Long-Term: More than 5 years.   



The IPC at CHaD has worked diligently during each school year to **develop teen highway safety programs in at least 15 high schools throughout the State**. Their Teen Driver Program website includes educational resources for all schools looking for reliable information.





Vulnerable Roadway Users

MOTORIZED





CRITICAL EMPHASIS AREA



Vulnerable Roadway Users

MOTORIZED

CEA Definition: Crashes involving motorcyclists or other motorized vulnerable roadway users (i.e., scooters or Off-Highway Recreational Vehicles [OHRVs]).

Call to Action

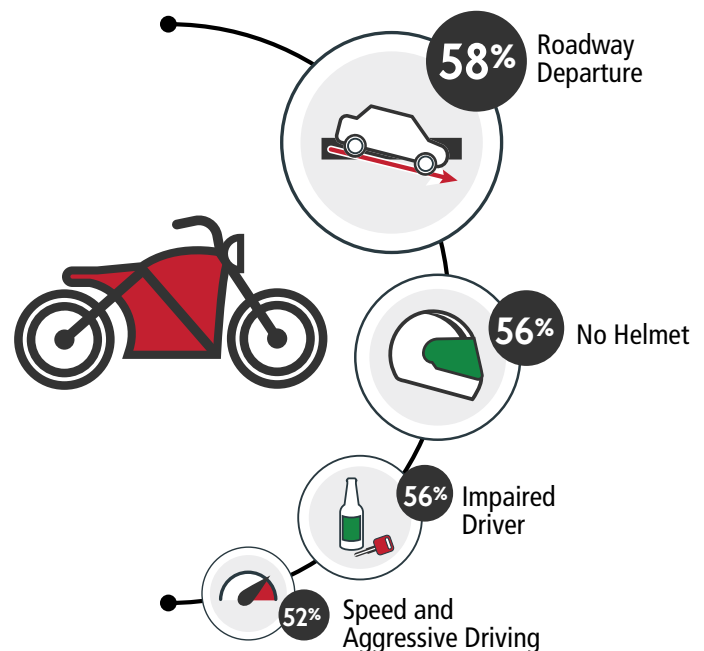
New Hampshire ranks as the second highest State in per-capita motorcycle ownership,²⁵ yet New Hampshire also has among the lower (39 out of 50 in 2019) fatality rates on a per-registered motorcycle basis.²⁶ While these statistics may suggest that the problem is small, most motorcycle use in New Hampshire occurs during only 6 or 7 months of the year due to the northern climate. The more significant statistic is that nationwide motorcyclists were involved in 20% of all fatal crashes during the last five-year period, even though nationally motorcycle use comprises less than 1% of the total vehicle miles traveled.²⁷

Motorcycle fatalities rose slightly during 2015 to 2019, from a five-year average of 22 in 2015 to 24 in 2019. Furthermore, 57% of fatalities involved riders that were not wearing helmets. Since helmet use is only mandated for motorcyclists under 18 in New Hampshire, the most effective options for increasing helmet use may be through education and public awareness campaigns. Other contributing factors in motorcycle fatalities that might be improved through public outreach and enforcement include operator impairment (52% of fatalities) and speed and aggressive driving (52% of fatalities).

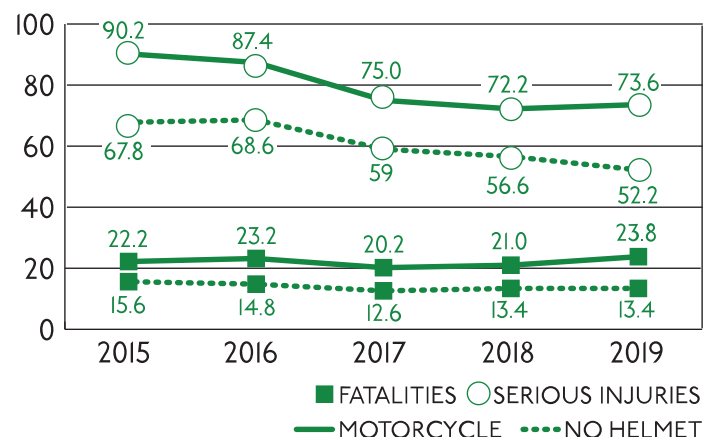
Motorcyclist's average age in New Hampshire is increasing along with the general population and this introduces concerns similar to those found with older drivers. Since operating a motorcycle takes more skill, physical prowess, and agility than operating an automobile, the age-related decline in physical and cognitive abilities has greater consequences. There is also a concern that some motorcyclists may start, or restart motorcycling as a pastime later in life. For these reasons, rider re-training is available and essential for operators to ride safely into their older years.

Mile Marker

These four emphasis areas are the top overlaps with Motorcycle or Other Users:



Motorcycle and No Helmet 5-Year Fatalities and Serious Injury Graph






²⁵ All 50 States Ranked For Highest Motorcycle Ownership Per Capita - Motorcycle.com News

²⁶ 2019 Motorcycle Deaths by State: from NHTSA, 2019 Registered motorcycles per state: Statista.com

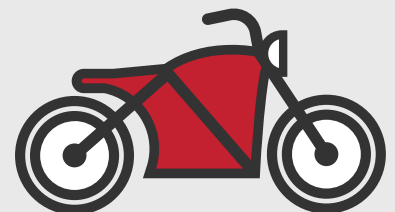
²⁷ USDOT Bureau of Transportation Statistics

Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Increase press, social media, and public interactions.</p> <ul style="list-style-type: none"> » Increase outreach to new and existing riders on the efficacy of motorcycle training. » Work directly with existing motorcycle organizations in New Hampshire to promote training and safe riding (execute existing plan). » Implement existing outreach plan from Motorcycle Rider Education program. » Increase use of news media and social media to draw attention to training and safe motorcycle operation. » Encourage use of FHWA/NHTSA/other guidance for training from Federal stakeholders. 	Motorcycle Rider Education Program (MREP)	<p>Immediate: Less than 2 years.</p> 
<p>Increase education and awareness of motorcyclists.</p> <ul style="list-style-type: none"> » Create a pamphlet of what has changed in laws over the last 20 +/- years to be given to drivers when they renew their license. » Focus the messaging and outreach to motorcyclists aged 45 years and older, including rules of the road, impairment issues, and distraction. » Encourage and incentivize defensive driving courses for new motorcycle drivers. » Renew and refresh campaigns emphasizing benefits of helmet use. » Create marketing materials to increase awareness for motorcycle training courses. 	NHDMV, Motorcycle Task Force	<p>Intermediate: 2-5 years.</p>  
<p>Install signing to make motorists aware of OHRVs in regions where OHRVs are prevalent, and particularly in those regions where they are permitted to operate on public roads.</p>	NHDOT, Municipalities	



The New Hampshire Motorcycle Rider Training Program trained riders at **9 locations** and hosted **312 classes**. In 2021, the program taught **3,294 students** in New Hampshire.





Vulnerable Roadway Users

NON-MOTORIZED





CRITICAL EMPHASIS AREA



Vulnerable Roadway Users

NON-MOTORIZED

CEA Definition: Crashes involving pedestrians (including wheelchair users), bicyclists, and e-bikes.

Call to Action

The need for safe access for non-motorized transportation is increasing as roadways become more congested and as people make lifestyle, health, and/or financial choices that do not include automobile ownership. Increasing access to non-motorized transportation also helps connect more people with goods, services, active recreation opportunities, and jobs. However, while the number of non-motorized roadway users continues to increase in many communities, there is little to no infrastructure to support safe transportation of those users. As the demand and use of these modes increase, the need for safe infrastructure and roadway user education does as well. This CEA addresses crashes between motor vehicles and non-motorized roadway users.

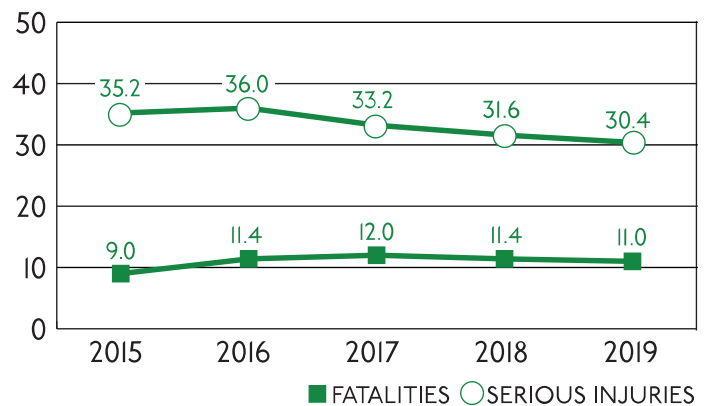
During the last five-year period (2015-2019) the rolling average number of non-motorized fatalities and serious injuries declined. While this trend is auspicious, it is impossible to determine whether this is due to improved conditions, or due to a reduction in the number of vulnerable road users. There remains a need to stay in front of the demand for safe non-motorized transportation, partly because there is a segment of the population who would choose non-motorized transport above other modes, but do not feel safe doing so in current conditions. Providing safer bike and pedestrian accommodations, as well as educating all roadway users on safe practices would make active transportation a more attractive option for a greater number of people.



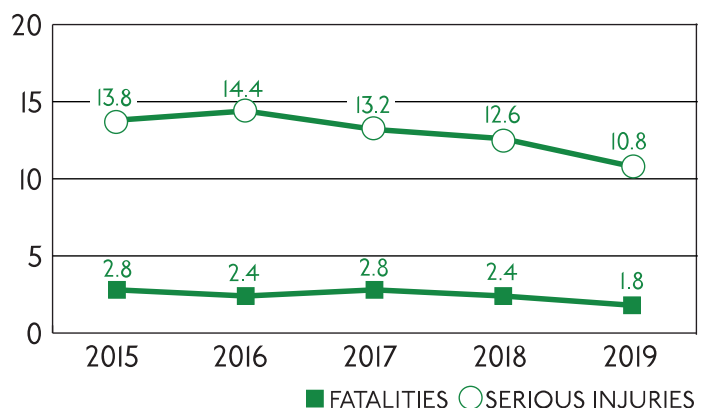
The City of Nashua received an Accelerated Innovation Deployment (AID) Demonstration grant that **provides funding to accelerate innovation in highway transportation.**

Mile Marker²⁸

Pedestrians 5-Year Fatalities and Serious Injury Graph

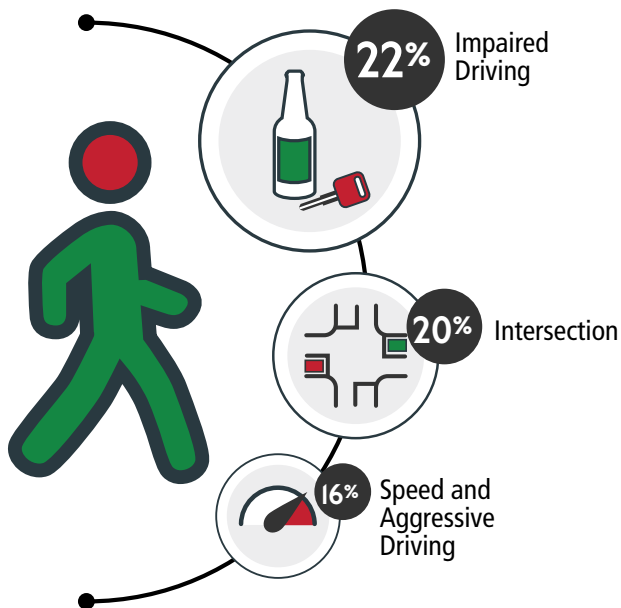


Bicyclists 5-Year Fatalities and Serious Injury Graph

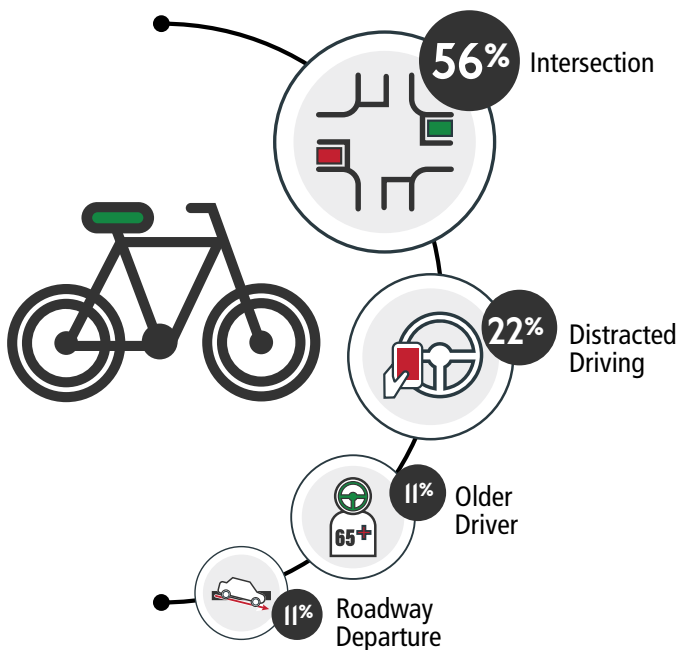


²⁸ Serious injuries reflect all serious injuries that occurred in a pedestrian or bicyclist-related crash.

These three emphasis areas are the top overlaps with Pedestrians:



These four emphasis areas are the top overlaps with Bicyclists:




NHDOT continues to administer federal Transportation Alternatives Program (TAP) grants which provide **funding for active transportation projects** which typically include multiuse paths, sidewalks and rail trails. NHDOT also administered Transportation Alternatives funding which Bike-Walk Alliance of New Hampshire (BWANH) used to teach school children safe biking skills.

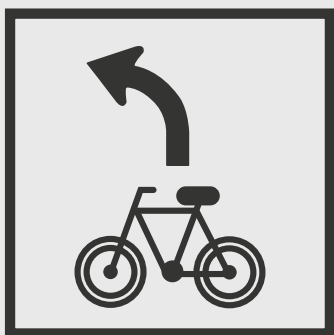


BWANH runs Bike Friendly Driver classes and Safe Cycling **classes for adults, children and first time adult riders.**





Reaching the Destination

Strategies and Supporting Actions	Lead Agency	Timeline
Institutionalize and implement complete streets practices.	NHDOT, Complete Streets Advisory Committee (CSAC)	Immediate: Less than 2 years. 
Take advantage of the latest technologies that passively gather cell phone locational data to better understand non-motorized travel volumes and origin-destination information for all travel modes to help inform infrastructure planning decisions. <ul style="list-style-type: none"> » Identify research partners that can help process and manage these data sources. » Pilot a method for incorporating these data in a strategic plan with an RPC. » Develop and implement a method (e.g., bicycle level of traffic stress) for using these data as criteria for Improving performance-based planning by incorporating bicycle level of traffic stress to reduce injury and fatality rates for non-motorized users. » Provide access to level of traffic stress (LTS) results and access to Strava data and use the combination to close gaps in the network. Connect low LTS streets where Strava indicates that there's demand to do so. 	NHDOT, RPCs, Municipalities	
Expand consideration of vulnerable roadway users' needs in infrastructure design and funding. <ul style="list-style-type: none"> » Incorporate current best practices for safe pedestrian and bicycle accommodations on roadways in the ongoing update of the NHDOT Highway Design Manual. Include an Active Transportation Checklist. » Continue to provide staff training at NHDOT on current best practices for safe pedestrian and bicycle design in roadway infrastructure projects. » Work with engineers and planners to use the LTS concept to design, construct, and maintain roadway infrastructure for vulnerable road users. 	NHDOT, RPCs, OHS, Local agencies	



The NHDOT's CSAC has been active during the past 5 years and they have provided input on NHDOT practices affecting active transportation, including **resurfacing and pavement marking practices**. The committee has also participated in the development of the update to the State Pedestrian and Bicycle Transportation Plan.

Strategies and Supporting Actions	Lead Agency	Timeline
<p>Advocate for a vulnerable roadway user law.</p> <ul style="list-style-type: none"> » Develop a coalition of safety-oriented organizations and agencies working to establish a <u>vulnerable road user law</u>²⁹ for New Hampshire. 	BWANH, OHS, CSAC, National Safety Council	
<p>Create and disseminate educational materials to promote awareness of bicycles, pedestrians, and e-bikes.</p> <ul style="list-style-type: none"> » Partner with agencies to develop and air PSAs on the rights and responsibilities of non-motorized users and drivers in their interactions, including 3-foot law, 4-foot law, and 5-foot law as dependent on speed. » Create education materials on the 3-foot rule³⁰, 4-foot rule, and 5-foot rule. » Continue outreach to encourage the use of bicycle helmets. » Create educational materials related to rules of the road for e-bikes and e-scooters. 	NHDOS, BWANH, DHHS-IPP	
<p>Increase pedestrian and bicycle safety-focused coordination among State, regional, and local agencies on data collection, data sharing, and enforcement.</p> <ul style="list-style-type: none"> » Improve collection, use, and analysis of data needed for pedestrian and bicycle safety and programming. » Develop an interagency effort to better document crash injuries among non-motorized road users combining crash reports with hospital patient data. 	NHDOT, NHDOS, RPCs, CSAC	Intermediate: 2-5 years.  
Investigate funding opportunities for maintenance of pedestrian and bicycle safety infrastructure projects.	NHDOT	
Create age-appropriate safety curriculum (pre-drivers ed), which would include vehicular passenger, pedestrian, and bicycle safety for middle and high-school students.	NHDETA, BWANH, DHHS - IPP	
Work with State police and local law enforcement to develop and implement in-service training for officers on bicycle and pedestrian laws and enforcement techniques.	NHDOS, NH Association of Chiefs of Police	

²⁹ A vulnerable road user law provides legal protection to bicyclists, pedestrians, and other vulnerable road users.

³⁰ The 3-foot law in New Hampshire states that motorists must give bicyclists at least 3 feet of clearance when passing. In New Hampshire, for every 10 mph above 30 mph, the driver must leave an additional foot of passing distance.





Supporting the Journey

This Plan continues to foster New Hampshire's safety culture through an integrated, 4E approach with constant evaluation on what is working. In addition to the CEAs, Working Group members identified other important safety topics that contribute to creating a safety culture in New Hampshire.

Data and Technology

Investment in data and technology drives safety improvements. Advances in technology, including safer vehicles, connected and autonomous vehicles, detection and warning systems, and traffic control devices, all contribute to overall roadway safety and support the Plan's goal to reach zero fatalities.

Technology, in turn, influences the ability to capture accurate and complete data, and to transmit that data to road users in real time. Technology also helps to integrate data, which allows decision makers to see clearly where crashes are occurring and where countermeasures need to be prioritized and installed.

Technology is also commonly integrated into motor vehicles with connected and autonomous capabilities to make driving safer for operators and vulnerable users. This technology is also available in handheld devices, and in some micro-mobility vulnerable users' modes. This will likely increase in the coming years and will be a new emphasis area for strategies.

Equity

USDOT's Executive Order 13985 defines equity as "the consistent and systematic fair, just, and impartial treatment of all individuals." New Hampshire invests in all users, and as part of the vision and mission strives to create roadways that are safe and accessible to everyone. Stakeholders also considered equity as they developed the strategies and supporting actions. The strategies and actions support underserved communities and those that need better access to transportation.

Getting Underway

Implementation

Strong leadership and collaboration are the backbone to the accomplishments and successes achieved in the past and will continue to be the driving force in the future. To reach our goal of zero it will take all of us.

The New Hampshire Traffic Safety Commission, comprised of a broad cross-section of safety advocates, meets quarterly to discuss coordinated efforts to make the State's roadways safer. NHDOT will coordinate with the OHS to identify and add SHSP topics as necessary to the Traffic Safety Commission meeting agenda.

Evaluation

Annually, NHDOT will host an evaluation meeting, inviting all stakeholders who have participated in the SHSP or have interest in being involved in the SHSP, to review the Plan, discuss progress made within each CEA, track the status of the strategies, and assess how the Plan integrates with other State and National plans.

We must work together to share our vision with every person in New Hampshire using our roadways and **Drive** our fatalities and serious injuries **Toward Zero**, remember, it's the only goal we **all live** with.

Appendix A: Glossary

Fatal Injury is an injury that results in death. The Model Minimum Uniform Crash Criteria 5th Edition classifies an injury as a fatality if death occurs within 30 days after the crash in which the injury occurred.

Suspected Serious Injury is an injury that results in:

- » Severe laceration or severe blood loss
- » Broken or distorted extremity (arm or leg)
- » Crush injuries
- » Suspected internal injuries other than bruises
- » Burns (second and third degree)
- » Unconscious when taken from the scene
- » Paralysis

Vehicle Miles Traveled a measure of miles vehicles have traveled over a given period of time.

Appendix B: CEA Action Plans

CEA Action Plans identify the structures in place to support implementation of the strategies and supporting actions. The Action Plans include:

Strategies and actions lists the strategy (shaded red) or supporting action (not shaded).

Lead Agency identifies the agency/organization that will lead the implementation of the strategy or supporting action.

Partner Agencies lists agencies/organizations who will assist in implementation or champion the strategy/supporting action.

Timeline estimates the time it will take to implement a strategy or supporting action.



Ongoing: Effort is currently underway and will likely always be ongoing



Immediate:
Less than 2 years



Intermediate:
2-5 years



Long-Term:
More than 5 years



Funding Source describes possible resources for funding. This includes funding from the NHDOT, Federal grants, local budgets, and funding from other agencies.

Cost qualitatively describes the cost of implementation.

\$ - low cost

\$\$ - medium cost

\$\$\$ - medium-high cost

\$\$\$\$ - high cost

Staff estimates the amount of staff time it will take to implement the strategy/supporting action.



1-2 staff



3-5 staff



6-10 staff



more than 10 staff

Time is the estimated amount of staff time it will take to implement the strategy/supporting action.



less than 1 week of time



2-3 weeks of time



1 month of time



2 or more months of time

Resources describes the materials needed to market the strategy/supporting action.



Few marketing materials needed



Couple of marketing materials needed



Many marketing materials needed

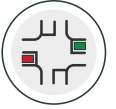


Highly resource intensive



Intersections Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Improve visibility to and from intersections.								
Maintain vegetation, stone walls, clear zones, and other obstructions to allow clear sight lines.	New Hampshire Department of Transportation (NHDOT), Local Agencies, University of New Hampshire Local Transportation Assistance Program (UNH LTAP)	—		NHDOT Operating Budget, Local Operating budget	\$			
Install and/or maintain pavement markings and signage that increase intersection conspicuity.								
Educate drivers how to navigate new forms of traffic control (e.g., flashing yellow arrow, roundabouts).								
Partner with agencies to develop and market material (e.g., videos, flyers, online material, Public Service Announcements [PSAs]) through various channels, such as social media, town websites, newsletters, email, and chamber of commerce meetings.	NHDOT, New Hampshire Division of Motor Vehicles (NHDMV)	Local Agencies, New Hampshire Driver Education Teachers Association (NHDETA)		NHDOT Operating Budget	\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Implement countermeasures that reduce the frequency and severity of intersection crashes.								
Roundabouts.	NHDOT, Local Agencies, NHDETA	—		Highway Safety Improvement Program (HSIP), Local Operating Budgets	\$\$\$			
Traffic signals.					\$\$			
Pedestrian warning systems (e.g., pedestrian hybrid beacons, rectangular rapid flashing beacons).					\$			
Auxiliary turn lanes.					\$\$			
Flashing yellow arrows or left-turn signals.					\$			
Install and maintain intersection pavement markings.					\$\$			
Flashing beacons.					\$			
Improve access management near intersections.					\$\$			
Prevent wrong-way driving.					\$			
Update railroad crossings to current standards.					\$			
Transverse rumble strips.					\$			
Curb bumpouts (specifically to reduce pedestrian-related intersection crashes in urban areas).					\$\$			
Intelligent traffic control devices (e.g., intersection conflict warning system).					\$\$			

Note: "—" indicates no input from stakeholders.



Roadway Departure Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Install and maintain center line and shoulder rumble strips.	NHDOT	—		HSIP, NHDOT Operating Budget	\$			
Educate the public and local officials about the benefits of rumble strips and other systemic improvements.								
Develop and market (e.g., PSAs, print material, flyers) about the crash reductions of rumble strips using New Hampshire-specific data.	NHDOT	UNH LTAP, Regional Planning Commissions (RPCs)		NHDOT Operating Budget	\$			
Conduct outreach to adjacent landowners of new rumble strip installations to mitigate noise complaints.								
Evaluate, standardize, install, and maintain delineation, signing, and pavement markings on curves.	NHDOT	Local Municipalities, UNH LTAP		HSIP	\$			
Educate drivers of the benefit and proper use of vehicle safety technology (such as lane assist).								
Develop and air PSAs.	Office of Highway Safety (OHS), NH Auto Dealers Association, NH Public Risk Management Exchange (Primex)	AAA, DMV		National Highway Traffic Safety Administration (NHTSA) (Possibly)	\$			
Develop and distribute printed material in auto dealerships.								
Develop and maintain a blog or web-based forum with tips on how to use vehicle technology for specific vehicle makes and models.								
Conduct targeted enforcement at horizontal curves.								
Analyze crash data to identify locations with curve-related crashes and enforce speeds in these areas.	State and Local Law Enforcement Agencies	New Hampshire Department of Safety (NHDOS)		NHTSA 402	\$\$			
Implement countermeasures that reduce the frequency and severity of lane departure crashes.								
Shoulder and center line rumble strips.	NHDOT and Local Agencies	—		HSIP, Local Public Works Budgets, New Infrastructure Legislation	\$			
Curve warning signs and devices.								
Guardrails and terminal units.								



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Median protection.	NHDOT and Local Agency	—		HSIP, Local Public Works Budgets, New Infrastructure Legislation	\$			
Pavement markings.					\$			
High friction pavement treatments.					\$\$			
Pavement edge drop off prevention.					\$			
Remove, relocate, or shield hazardous fixed objects.					\$			
Roadway lighting.					\$\$			
Roadside grading improvements.					\$			
Temporary pavement condition/maintenance.					\$			
Implement countermeasures and strategies that reduce the frequency or severity of work zone crashes.								
Proper sign package, pavement markings, and flagger operations per the Manual on Uniform Traffic Control Devices (MUTCD).	NHDOT, Bureau of Construction	—		HSIP, NHDOT Operating Budget, Bureau of Construction Operating Budget	\$			
Promote safety training efforts/programs for work zone personnel and Traffic Incident Management (TIM) responders.					\$			
Smart work zones.					\$\$			
Crash attenuation devices.					\$			
Variable speed limits.					\$\$			
Proper lane tapers for lane closures or lane shifts.					\$\$			
Temporary pavement markings and pavement conditions during construction.					\$			
Integration of other data sets, including the Bureau of Construction work zone crash reports.					\$\$			
Temporary transverse rumble strips.					\$			

Note: "—" indicates no input from stakeholders.


























Intersections and Roadway Departure Shared Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Improve the quality and accessibility of crash data to transportation practitioners for safety analyses.	NHDOT, NHDMV	Metropolitan Planning Organizations (MPOs)		HSIP, NHTSA 1300.22, American Association of State Highway and Transportation Officials (AASHTO)	\$\$\$			
Educate drivers about vehicle mechanical failures by promoting vehicle maintenance and upholding annual safety inspections.	NHDMV, NHDOS, OHS	NHDETA, AAA, NH Automobile Dealership Association, Motorcycles Rights Association		NHDOS Operating Budget	\$			
Implement and instruct users on the application of the AASHTO Highway Safety Manual, Bike and Pedestrian standards, and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide.	NHDOT, UNH LTAP	Federal Highway Administration (FHWA), Bike and Ped Groups		NHDOT Operating Budget	\$			
Use FHWA Proven Safety Countermeasures resources, such as RSAs and LRSPs.	NHDOT, RPCs	Local Municipalities, UNH LTAP (potential)		NHDOT Operating Budget, HSIP	\$\$			

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Distracted Driving Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Promote strong laws, enforcement, and education based on data analysis and available studies to reduce the number of drivers using electronic devices.								
Participate in national and local awareness campaigns involving media and enforcement.	OHS	State and Local Law Enforcement; Vulnerable User groups		405E	\$			
Use education messaging on changeable message signs.								
Continue to improve in-vehicle electronics and safety systems to reduce the distraction they may present to the driver.								
Identify opportunities involving vehicle-to-infrastructure technology which help to provide drivers information on current status of surrounding infrastructure.	NH Distracted Driving Task Force	—	  	—	—	—	—	—
Research tools for law enforcement to determine if a motorist was using an electronic device.	OHS, National Safety Council of Northern New England	National Safety Council (NSC)	  	—	\$			
Work with law enforcement agencies to develop procedures to better identify any role played by driver distraction and consistently record that information on crash reports, regardless of whether that distraction is a citable offense.	OHS, NH Association of Chiefs of Police	—	 	—	—	—	—	—
Target periods of enforcement with local/State collaboration (e.g., AM and PM).	OHS	State and Local Law Enforcement		405E	\$			
Develop and implement a Distracted Driving Action Plan to advocate for attentive driving.	OHS	Traffic Safety Committee		405E	\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Encourage awareness programs addressing distracted driving.								
Conduct at least one annual PSA by OHS about distracted driving.	OHS	Children’s Hospital at Dartmouth Hitchcock Injury Prevention Center (CHaD IPC) media, AAA		405E	\$			
Reach out to schools to encourage youth to be advocates for attentive driving.								
Involve the IPC to find ways to involve and partner with schools.								
Conduct an annual AAA campaign with PSAs that focus on impairment and distraction.								
Work with the public information officer at the OHS to develop specific messages for different demographics.								
Maintain or strengthen distracted driving legislation through education and advocacy.								
Place topic on Traffic Safety Commission agenda annually.	National Safety Council of Northern New England, AAA	HB 424		—	\$			
Continue to advocate for maintaining current law.								
Review current penalties related to hands-free law and identify potential adjustments.								
Create a coalition against distracted driving. The coalition’s goal will be to support legislation, and further education efforts.								
Identify additional members for the distracted driving task force.	NH Traffic Safety Committee, NH Distracted Driving Task Force, Association of Chiefs of Police	NSC/AAA		405E	\$			
Identify additional types of organizations/agencies for inclusion on the task force.								
Conduct at least six meetings annually for the distracted driving task force.								
Involve more community organizations.								

Note: "—" indicates no input from stakeholders.



Impaired Driving Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Continue targeted patrols and implement all-hours patrols using drug recognition experts (DREs).								
Engage community-based organizations to reach at-risk populations starting with one community and expand to additional communities.	OHS	Local and State Law Enforcement Agencies		164AL, 405D, 402	\$\$\$			
Identify top-five at-risk communities in the State and focus activities at these locations.								
Improve collection and use of impaired driving data for effective enforcement.								
Produce annual mapping that illustrates crash and citation locations.	OHS, Medical Examiner, DMV	Local and State Law Enforcement Agencies; NHDMV; NHDOT		405C	\$\$			
Mapping information related to Impaired Driving incidents.								
Extraction of location and charge information via E-Crash/E-Ticket (J-1) or manual means.								
Incorporate additional field sobriety testing, breathalyzer training, and DRE training into both the part-time and full-time police academies.								
Identify opportunities to incorporate breathalyzer and DRE training.	OHS, Police Academies, Association of Chiefs of Police	—		NHTSA funding	\$			
Encourage collaboration between local, county, and State police to proactively address the dangers of impaired driving.								
Engage community-based organizations to reach at-risk populations starting with one community and expand to additional communities.	OHS, Association of Chiefs of Police	Local and State Law Enforcement Agencies		Liquor (DRE training); 405D	\$\$			
Identify top-five at-risk communities in the State and focus activities at these locations.								



















Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Increase the range of drugs for which the State Police Toxicology Laboratory tests.								
Incorporate six additional drugs into the testing regimen.	OHS, State Police Toxicology Lab	Local and State Law Enforcement Agencies		NHTSA funding	\$\$			
Promote programs that educate the public about the risk and consequences of impaired driving.								
Post on the OHS’ social media sites for the annual Drive Sober or Get Pulled Over Campaign.	OHS	—		NHTSA funding	\$\$			
Host press conferences for the public for the Drive Sober or Get Pulled Over Campaign.								
Create flyers summarizing risks of impaired driving and distribute to DMV locations and high schools.								
Conduct impaired driving prevention summits with stakeholders.								
Host an annual impaired driving conference.	OHS	—		NHTSA funding	\$			
Develop programming that assists impaired driving offenders with treatment and assistance including transportation to basic needs (e.g., groceries, employment) if their license has been revoked and they need that assistance.					\$			
Offer rideshare as part of the Drive Sober Get Pulled Over Campaign.	Transit providers, Transportation Demand Management (TDM) partners	—		—	\$			
Promote the use of the SaferRide mobile app.								









Note: "—" indicates no input from stakeholders.



Speed and Aggressive Driving Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Provide for law enforcement operations in the design, construction, and maintenance of roadways.	NHDOT	State and Local Law Enforcement		NHDOT operating budget	\$			
Identify and deploy targeted enforcement in known speed corridors.								
Target local and non-interstate roads to manage speed enforcement efforts, particularly in densely populated areas.	OHS	State and local law enforcement agencies		402; 405	\$			
Deploy consistent and repeatable techniques to record crashes.								
Reassess and update data collection methods.								
Apply best practices for setting reasonable and credible speed limits.								
Review emerging practices that increase consideration of non-motorized activity and deemphasize 85th-percentile speed in setting speed limits.	NHDOT	Local/RPCs		NHDOT operating budget	\$			
Set speed limits that are appropriate for the land use context.								
Incorporate the needs of all users when setting speed limits and use data to inform the selection of the speed limit.								
Work with Judicial Outreach Liaisons to encourage judicial respect for and support of speeding citations.								
Develop a handout and presentation for Judicial Outreach Liaisons highlighting dramatic differences in survival rates for vulnerable users when hit by cars traveling at speeds at 20 mph vs. 30 mph vs. 40 mph.	OHS	NHTSA		NHTSA	\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Implement roadway designs that are self-enforcing.								
Institutionalize and implement complete streets practices.	NHDOT, municipalities	Local/RPCs		Safety funds, formula funds, local funds	\$			
Conduct RSAs to identify design opportunities to address speed.								
Review signage installations for proper placement.								
Use FHWA Proven Safety Countermeasures resources, such as RSAs and LRSPs.								
Educate the public of the dangers and consequences of speeding.								
Participate in campaigns like NHTSA's "Obey the Sign or Pay the Fine" and "Stop Speeding Before it Stops You".	OHS	NHDOT Transportation Management Center		NHTSA; NHDOT operating budget	\$			
Illustrate the difference in travel speeds with respect to braking distance and crash survivability.								



Vehicle Occupant Protection Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Explore the adoption of an adult seat belt law.	NSC	CHaD IPC, NHDOT		CHaD IPC / HHS	\$			
Support the enforcement of the child restraint law.								
Conduct mobilization efforts such as Join the NH Clique.	CHaD IPC, police departments	OHS		CHaD IPC / HHS	\$			
Post on social media to educate the public on child restraint laws.								
Work closely with New Hampshire's Teen Driving Program to increase teen seat belt usage through education campaigns.	CHaD IPC	OHS, Derry Community Alliance for Teen Safety, NH DETA		405B	\$			
Partner with corporate stakeholders and other available education resources to promote increased occupant protection.								
Create PSAs to market carpooling/ride share options.	CHaD IPC	—		—	\$			
Provide child restraint educational programs and information to parents, guardians, caregivers, and medical personnel (e.g., the New Hampshire Pediatric Society).								
Partner with schools and annually send a newsletter detailing education programs.	OHS	NH Pediatric Society, IPC, HHS		405B	\$			
Market through social media infant seat checks available at local police, fire, and EMS stations.								


















Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Educate and assist law enforcement personnel in their efforts to enforce New Hampshire's child restraint law.								
Conduct enforcement efforts to educate the public on the law.	OHS	State and Local law enforcement agencies; CHaD IPC		405B	\$			
Educate and inform the public about occupant protection initiatives and increase seat belt usage through education campaigns.								
Use the services of new public information officer for OHS for public awareness / education.	OHS	State and Local law enforcement agencies; IPC		405B	\$			
Continue to use NH Fisher Cats for PSAs at stadium.								
Distribute federal funds to organizations and agencies to address enforcement and outreach/ record keeping/ data analysis.								
Continue Child Protection Safety program funding from OHS.								
Engage and connect the efforts of the Seatbelt Coalition and OHS in public outreach and education.								
Continue the National Safety Council "Seatbelts for All" program.								
Support point reduction classes for license retention including retraining & education.								

Note: "—" indicates no input from stakeholders.



Older Drivers Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Re-convene the State Older Driver Task Force.								
Partner with agencies to promote self-assessment, expand and replicate initiatives such as Exeter Hospital's DriveAbility older driver assessment and refresher training program, CarFit workshops that support older drivers to be safer, and other older driver resources.	NHDOS, NHDMV, Bureau of Elderly and Adult Services (BEAS)	AARP		—	\$\$			
Develop an online uniform statewide driver assessment tool for use by medical professionals and protect their anonymity and/ or provide immunity from legal action.								
Provide funding opportunities for a retest for older drivers.								
Reactivate the NH Medical Advisory Board.								
Identify lead agencies and individuals and convene a meeting to establish goals and objectives.	NHDMV, BEAS	—	 	—	\$			
Establish meeting frequency and agenda and conduct regularly scheduled meetings.								
Select screening tools used in licensing and develop training and guidelines for DMV staff and law enforcement to uniformly identify potential medical or cognitive impairments that can affect driving ability.								
Assess how other States identify drivers who, due to progression of cognitive or physical disability, are no longer able to safely operate a vehicle.	Medical Advisory Board	—	  	—	\$\$\$			
Develop a program or support expansion of existing programs to assist older adults who need to retire from driving.								



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Develop and disseminate educational materials focused on:								
How the use of prescription and non-prescription medications and supplements impact the safety of older road users.	NH Department of Health and Human Services – Injury Prevention Program (DHHS-IPP), North New England Poison Center (NNEPC)	Regional Public Health Councils		—	\$			
Tools that explain how the aging process may affect driving abilities.	DHHS - IPP, NNEPC							
Programs that allow drivers to refresh their driving skills (e.g., AARP CarFit), Exeter Hospital DriveAbility	DHHS - IPP, AARP, New Hampshire Driver Education Teachers Association (NHDETA)							
Develop new programs, tools, and materials to help educate seniors on changes in new car technologies, changes to roadway designs, and other information to help seniors stay safe.	DHHS-IPP, AARP, NHDETA, NNEPC, BEAS							






















Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Develop a statewide assessment of transportation needs for older adults in New Hampshire. The assessment will develop: 1) an estimate of the total number of older adults (age 65+) in New Hampshire who currently do not drive, 2) a projection of how this number is expected to change in the coming decade, 3) an estimate of total annual trips needed by this non-driving population, and 4) an estimate of current capacity, by county, to provide these trips across public, private, and non-profit and private for-profit providers. Beyond this quantitative component, the assessment will identify programs and infrastructure needed to keep driving seniors safe, assistance to older adults who are transitioning to retiring their driver's license, and outreach and education for older adults who no longer driver and rely on transit options.								
Expand public transit and community transportation services to fill gaps that were identified in the statewide assessment.	NHDOT, RPCs, State Commission on Aging, State Coordination Council (SCC) and Regional Coordination Council (RCC) for Community Transportation	NHDHHS, RPCs, Transit Agencies, SCC, healthcare sector		FTA, State Funding	\$\$\$\$			
Incorporate the findings from the statewide needs assessment into design practices that accommodate the needs of older drivers (e.g., increasing signage size, more usage of fog lines that support autonomous driving features).		Municipalities		State and Local Funding	\$\$\$			

Note: "—" indicates no input from stakeholders.

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Teen Traffic Safety Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Consider adding a formal permit system to the process of becoming a licensed New Hampshire driver.								
Partner with other States and collect information on positive outcomes of Graduated Driver License (GDL) programs.	NHDMV, NHDOS, DHHS-IPP	NHDETA, NHDOT, NHDOS		Grand Funded Costs for Student Drivers Ed FHWA T2 Funds (<\$10K/yr)	\$\$			
Create educational marketing materials (e.g., flyers, brochures, PSAs) on GDL programs.								
Increase parental involvement in teen driving and training.								
Maintain a web-based parent toolbox for educational information and other links to resources. Include an emphasis on driving as a responsibility rather than simply a right.	CHaD IPC Teen Driver Program, NHDETA, OHS	NHDETA, NH Dept of Education		Grant Funded, Costs for Student Drivers Ed	\$\$			
Target educational outreach to novice teen drivers.								
Continue educational outreach to high schools.	CHaD IPC Teen Driver Program, NHDETA	Drivers Ed Companies, DHHS - IPP, NHDETA, NH Dept of Education		Grant Funded, Costs for Student Drivers Ed	\$\$			
Create peer to peer educational outreach materials.								
Create educational material to include in drivers' education courses on vehicle maintenance and inspection for young drivers.								
Promote and encourage funding opportunities through State, local, and private entities for driver's education classes to allow greater access for all students.								
Promote the Drive Buddy program.								

Note: "—" indicates no input from stakeholders.






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Vulnerable Roadway Users – Motorized Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Increase education and awareness of motorcyclists.								
Create a pamphlet of what has changed in laws over the last 20 +/- years to be given to drivers when they renew their license.	NHDMV, Motorcycle Task Force	NH Motorcyclist Rights Organizations		OHS: 402 Funds, NHDOT funds	\$			
Focus the messaging and outreach to motorcyclists aged 45 years and older, including rules of the road, impairment issues, and distraction.	NHDMV, Motorcycle Task Force	—			\$			
Encourage and incentivize defensive driving courses for new motorcycle drivers.	NHDMV, Motorcycle Task Force	—	 		\$\$			
Renew and refresh campaigns emphasizing benefits of helmet use.	Motorcycle Task Force	—			\$\$			
Create marketing materials to increase awareness for motorcycle training courses.	NHDMV, Motorcycle Task Force	—			\$\$			
Increase press, social media, and public interactions.								
Increase outreach to new and existing riders on the efficacy of motorcycle training.	Motorcycle Rider Education Program (MREP)	—		OHS, private sponsors	\$\$			
Work directly with existing motorcycle organizations in NH to promote training and safe riding (execute existing plan).					\$\$			
Implement existing outreach plan from Motorcycle Rider Education program.					\$\$			
Increase use of news media and social media to draw attention to training and safe motorcycle operation.			 		\$			
Encourage use of FHWA / NHTSA/ Other guidance for training from Federal stakeholders.					\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Install signing to make motorists aware of Off-Highway Recreational Vehicles (OHRVs) in regions where OHRVs are prevalent, and particularly in those regions where they are permitted to operate on public roads.	NHDOT, Municipalities	Trails Bureau, DNCR, NH Department of Safety, NHDOT OHRV Advocates	 	State/local operating budgets. Private sponsors	\$\$\$			


























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Vulnerable Roadway Users – Non-Motorized Action Plan

Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Institutionalize and implement complete streets practices.	NHDOT, Complete Streets Advisory Committee (CSAC)	RPCs, Bike-ped Advocates NH Municipal Association, AARP, American Heart Association, NH Office of Strategic Initiatives		State of NH FHWA funding currently used for staff training and policy development	\$\$			
Advocate for a vulnerable roadway user law.								
Develop a coalition of safety-oriented organizations and agencies working to establish a <u>vulnerable road user law</u> for NH.	Bike-Walk Alliance of New Hampshire (BWANH) OHS, CSAC, National Safety Council	NHDOT, NH Association of Chiefs of Police, CHaD IPC Medical Sector, OHS	 	—	\$\$			
Take advantage of the latest technologies that passively gather cell phone locational data to better understand non-motorized travel volumes and origin-destination information for all travel modes to help inform infrastructure planning decisions.								
Identify research partners that can help process and manage these data sources.	NHDOT, RPC's, Municipalities	Street-light-Data.com, Consultants		State	\$\$			
Pilot a method for incorporating these data in a strategic plan with an RPC.			 		\$\$\$			
Develop and implement a method (e.g., bicycle level of traffic stress) for using these data as criteria for Improving performance-based planning by incorporating bicycle level of traffic stress to reduce injury and fatality rates for non-motorized users.			 		\$\$\$			
Provide access to level of traffic stress (LTS) results and access to Strava data – and use the combination to close gaps in the network. Connect low LTS streets where Strava indicates that there's demand to do so.			 		\$\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Create and disseminate educational materials to promote awareness of bicycles, pedestrians, and e-bikes.								
Partner with agencies to develop and air PSAs on the rights and responsibilities of non-motorized users and drivers in their interactions, including 3-foot law, 4-foot law, and 5-foot law as dependent on speed.	NHDOS, BWANH, DHHS-IPP	OHS, NH Association of Chiefs of Police, NH Safe Kids, CHaD IPC, DHHS-IPP, NNEPC	 	Section 402	\$\$			
Create education materials on the 3-foot rule, 4-foot rule, and 5-foot rule.				Available through internet search	\$\$\$			
Continue outreach to encourage the use of bicycle helmets.				NHDOS, Private sources	\$			
Create educational materials related to rules of the road for e-bikes and e-scooters.				Section 402, eBike manufacturers	\$			
Expand consideration of vulnerable roadway users’ needs in infrastructure design and funding.								
Incorporate current best practices for safe pedestrian and bicycle accommodations on roadways in the ongoing update of the NHDOT Highway Design Manual. Include an Active Transportation Checklist.	NHDOT, RPCs, OHS, Local Agencies	CSAC, Consultant	—	FHWA funding streams used for current Manual update	\$			
Continue to provide staff training at NHDOT on current best practices for safe pedestrian and bicycle design in roadway infrastructure projects.		USDOT, CSAC	—	FHWA funding currently used for training	\$\$			
Work with engineers and planners to use the LTS concept to design, construct, and maintain roadway infrastructure for vulnerable road users.		RPCs, CSAC, Bike-ped Advocates Planning Commissions, Consultants MPOs, Bike Walk Alliance	 	Federal (Transportation Alternatives Program (TAP)), Local STBG, TAP, CMAW, Rec Trails, RAISE	\$\$\$			



Strategies and Supporting Actions	Lead Agency	Partner Agency	Timeline	Funding Source	Cost	Staff	Time	Resource
Increase pedestrian and bicycle safety-focused coordination among State, regional, and local agencies on data collection, data sharing, and enforcement.								
Improve collection, use, and analysis of data needed for pedestrian and bicycle safety and programming.	NHDOT, NHDOS, RPCs, CSAC	RPCs, UNH SADES Bike-ped Advocates Planning Commis-sions, Consultants OHS/NHDOT MPOs, BWANH	 	LTAP, UPWP, State \$ Federal (HSIP)	\$\$\$			
Develop an interagency effort to better document crash injuries among non-motorized road users combining crash reports with hospital patient data.	NHDHHS IPP	OHS, NHDOT, Local Law Enforcement, CSAC, CHaD IPC, National Safety Council	 	Section 402	\$\$\$			
Investigate funding opportunities for maintenance of pedestrian and bicycle safety infrastructure projects.	NHDOT	Legislature RPCs Municipalities, CSAC	 	State, Local State tax revenue, STP/STBG TAP, CMAQ, develop new State funding program	\$\$\$			
Create age-appropriate safety curriculum (pre-drivers ed), which would include vehicular passenger, pedestrian, and bicycle safety for middle and high-school students.	NHDETA, BWANH, DHHS-IPP	—	 	—	\$\$			
Work with State police and local law enforcement to develop and implement in-service training for officers on bicycle and pedestrian laws and enforcement techniques.	NHDOS, NH Association of Chiefs of Police	Police Stds and Training/ Chief of Police Assoc. BWANH NH Assoc of Chiefs of Police	 	Section 402, Section 405	\$\$			

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Driving Toward Zero

