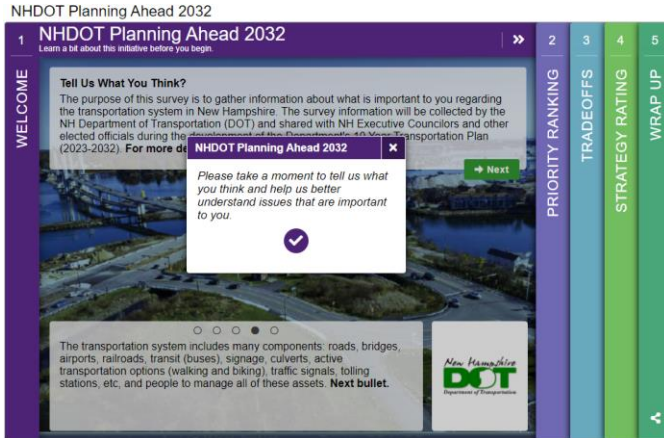


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Draft 2023-2032 Ten Year Plan

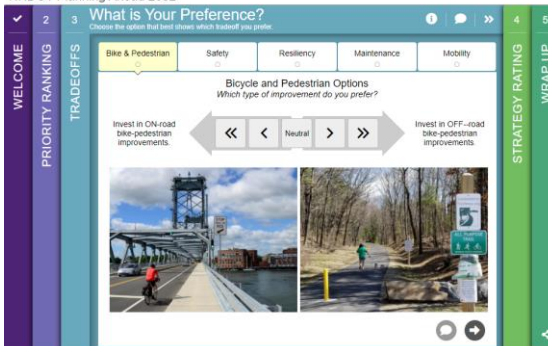
Survey Overview



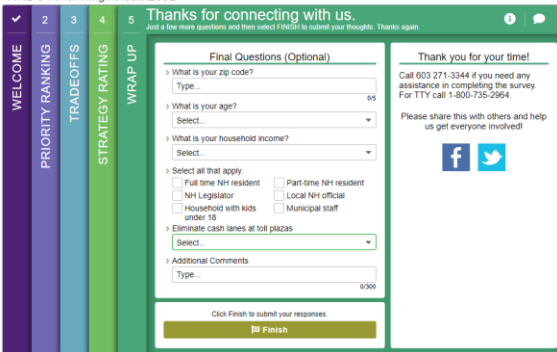
NHDOT Planning Ahead 2032



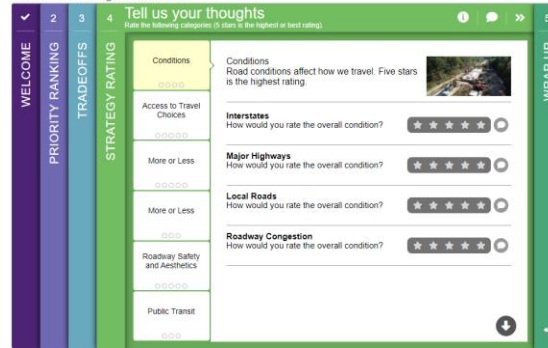
NHDOT Planning Ahead 2032



NHDOT Planning Ahead 2032



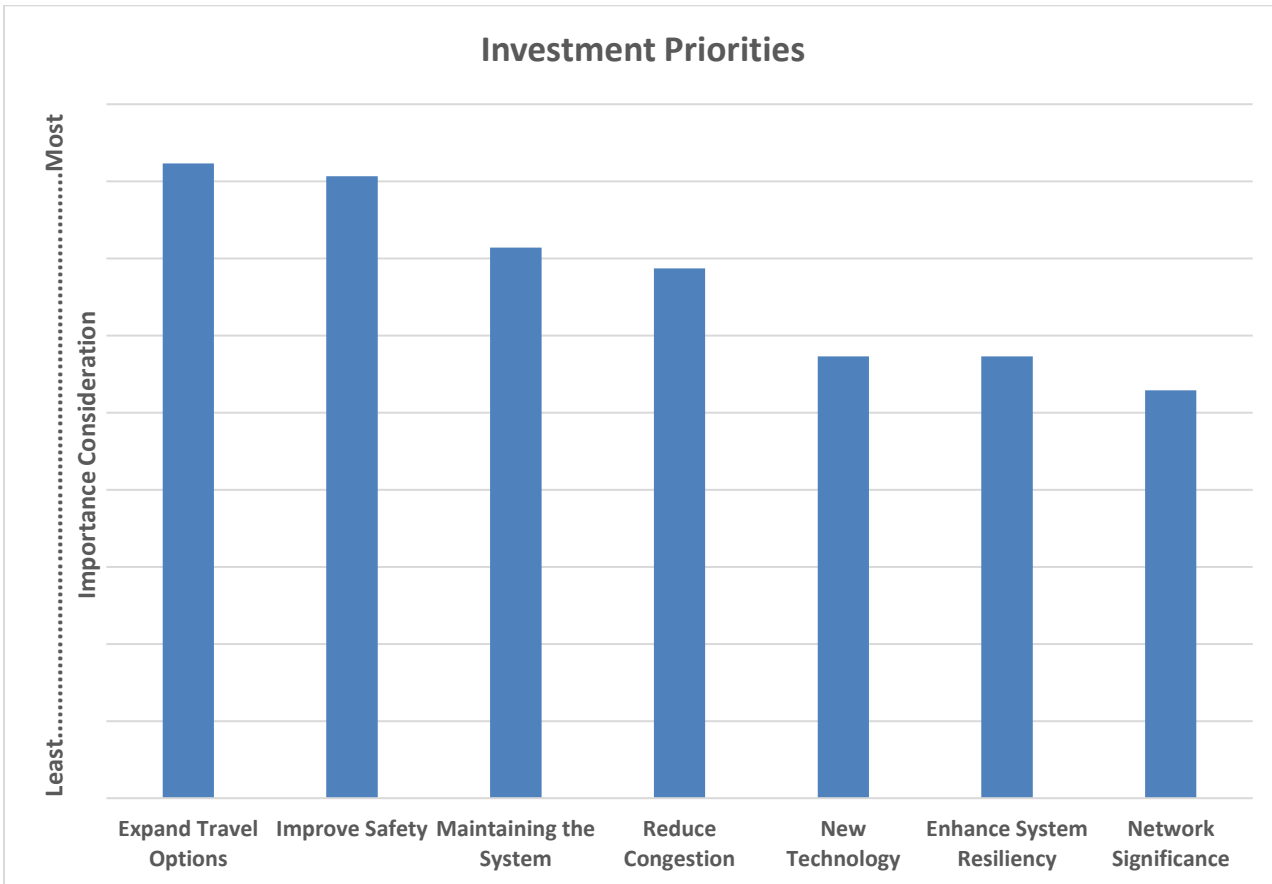
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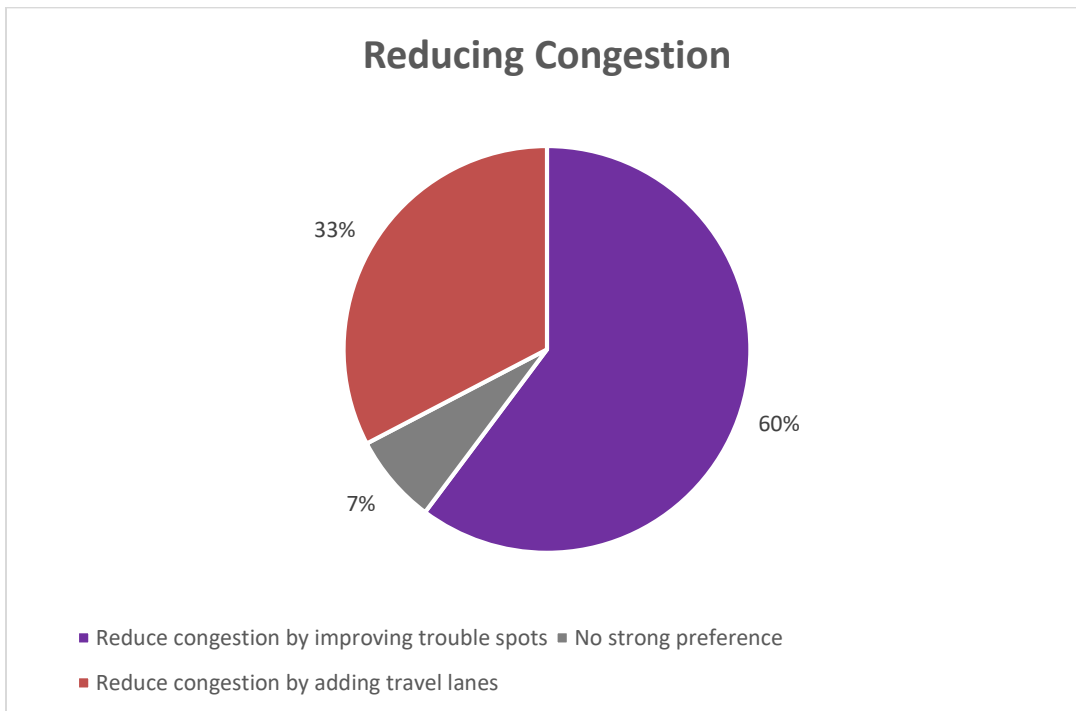
Priority Ranking



- The above results represent responses to the ranking of NHDOT policy approaches regarding the state’s approach to investing in the transportation system.
- Expanding travel options (bicycle, pedestrian, transit, rail and electric vehicle infrastructure availability) was consistently ranked at the top of the 5 categories.
- Expanding travel options was closely followed by improving safety and maintaining the system.
- Reducing congestion and implementing the use of new technologies on the system were ranked fourth and fifth.
- The survey results reflect support for NHDOT’s current transportation investment priorities.

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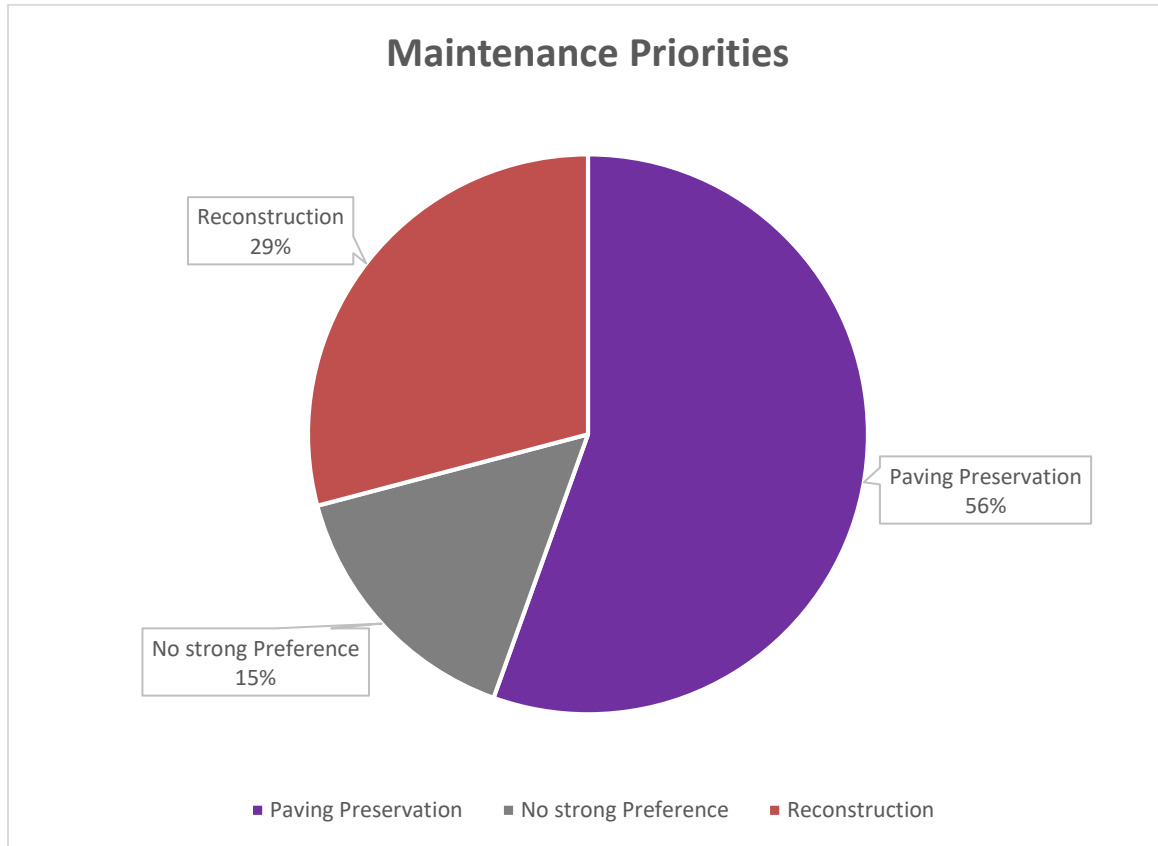
TRADE OFFS



- Respondents were asked to indicate their investment preference regarding the manner that NHDOT engages in congestion improvement efforts.
- 60% of respondents indicated a desire to engage in multiple smaller/incremental improvements in trouble spots around the state.
- 33% of respondents indicated a preference for fewer more impactful projects.
- 7% indicated no specific preference.
- The preferences expressed in these results does follow NHDOTs existing investment approach to be strategic in addressing congestion issues.
- This also represents a significant shift to more support identified for this approach vs. the ‘near even’ responses in the last Ten Year Plan public involvement survey.

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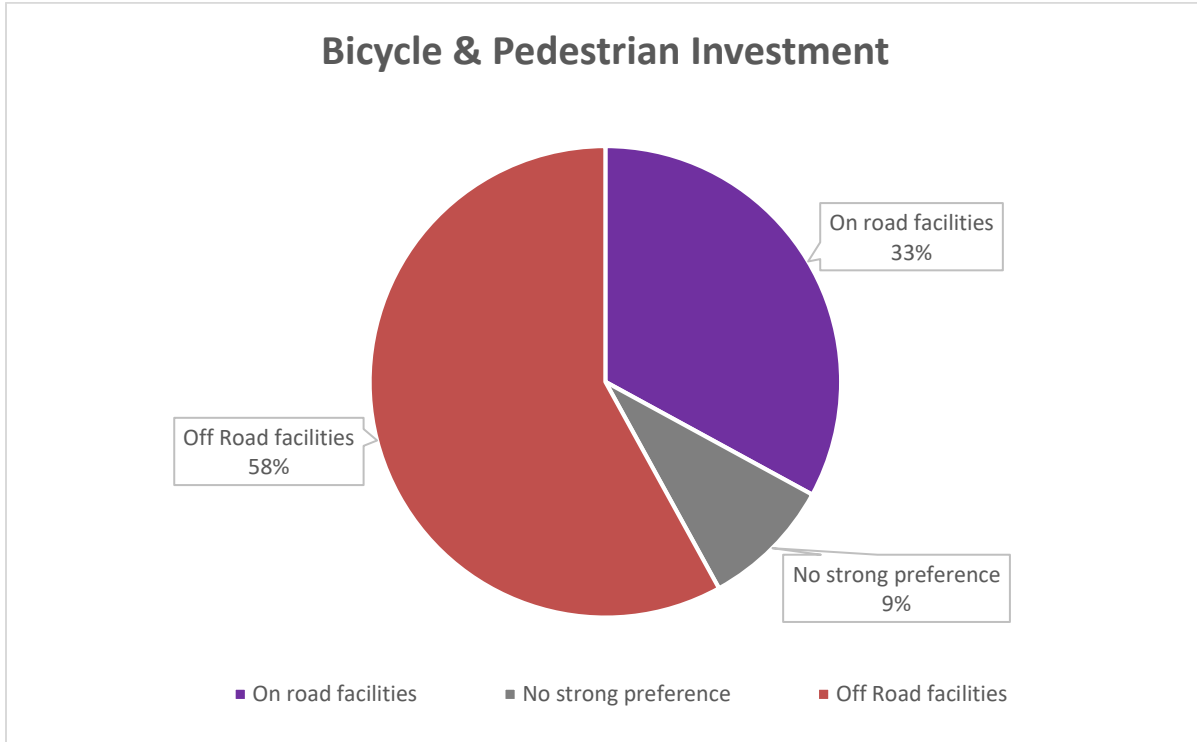
Strategy Rating



- Respondents were asked to provide feedback regarding NHDOT’s approach to overall pavement management.
- 56% of respondents supported NHDOT’s current practice of ‘keeping good roads good’ – as in paving more miles of good to fair roadways to keep them in fair condition.
- 29% of respondents expressed a preference for an approach that focuses on fewer, more involved roadway reconstruction projects, the ‘worst, first’ type of approach currently not supported in the TYP investment strategies.
- 15% of respondents had no clear opinion.

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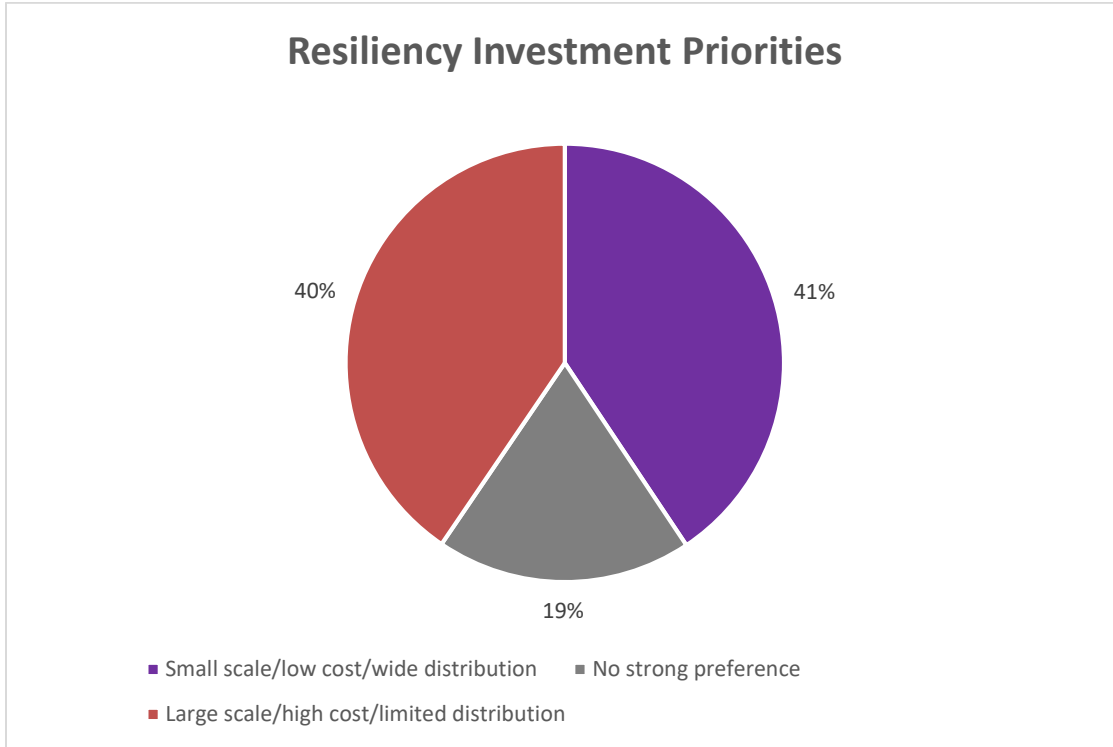
Strategy Rating



- Respondents were asked to provide input into whether NHDOT investments in bicycle and pedestrian infrastructure should be focused on on-road facilities (along existing transportation corridors) or on off-road (separated from vehicular traffic) facilities.
- 58% of respondents identified a preference for increased off-road facilities in NH.
- 33% expressed support for on-road facilities investment.
- 9% had no strong preference for either option.

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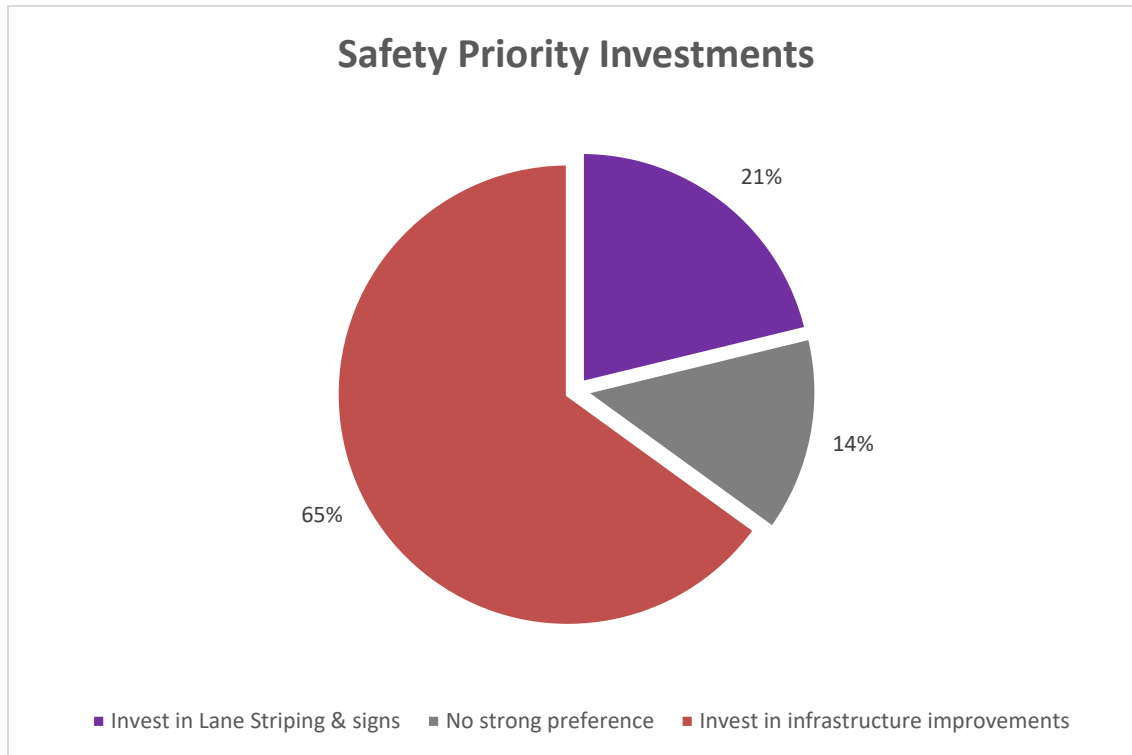
Strategy Rating



- Respondents were asked to identify support for improving the NH transportation system’s resilience to unexpected events that impede the function of the network (extreme weather events, emergencies, other).
- 41% identified a preference to distribute many smaller scale projects in areas around the state.
- 40% noted a preference to focus on larger scale/larger cost efforts to improve fewer, more impactful projects.
- 19% expressed no clear preference for either choice.
- The above results represent a change in public comments regarding this issue with the prior Ten Year Plan responses noting a clearer preference for smaller scale distribution of projects around the state.

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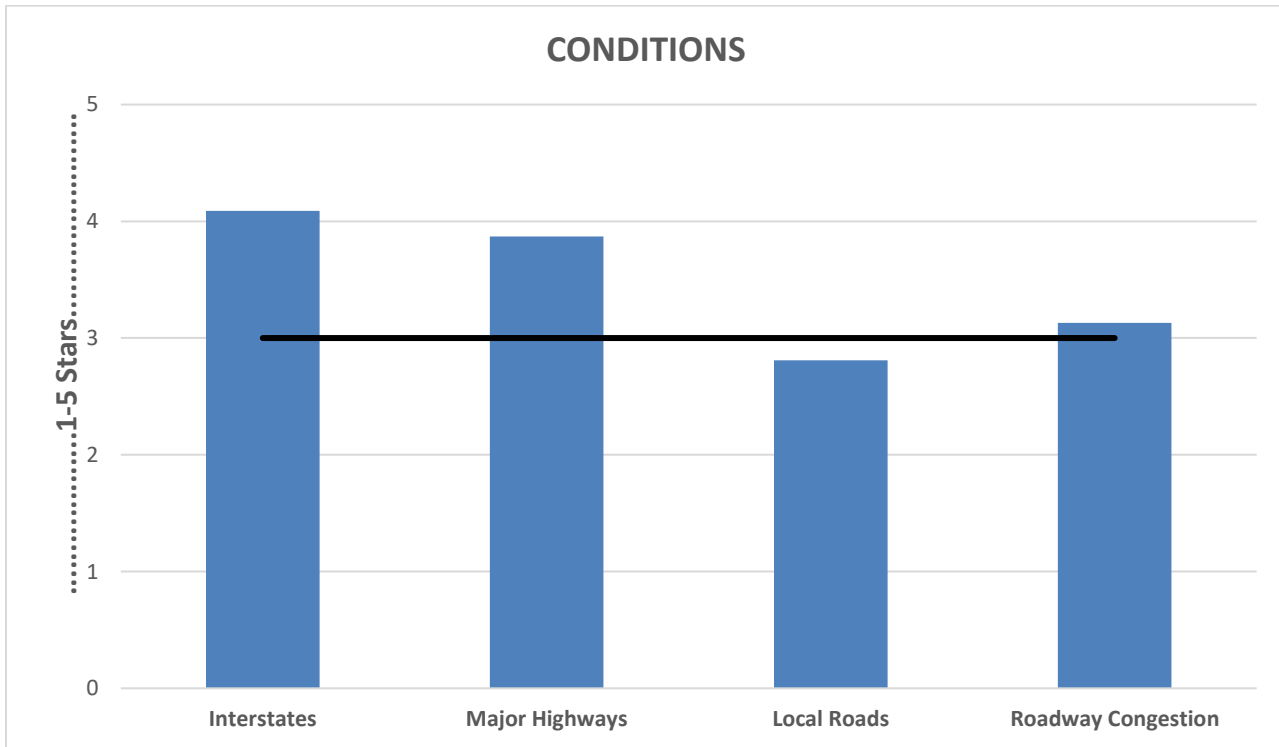
Strategy Rating



- Respondents were asked to provide feedback on the types of safety projects NHDOT should focus on with Ten Year Plan project funding.
- 65% of respondents identified investments in fewer, larger scale projects (such as intersections) as the priority.
- 21% identified a preference for more smaller-scale 'signs-and-lines' type projects scattered throughout the state.
- 14% of respondents did not have a clear preference for either option.

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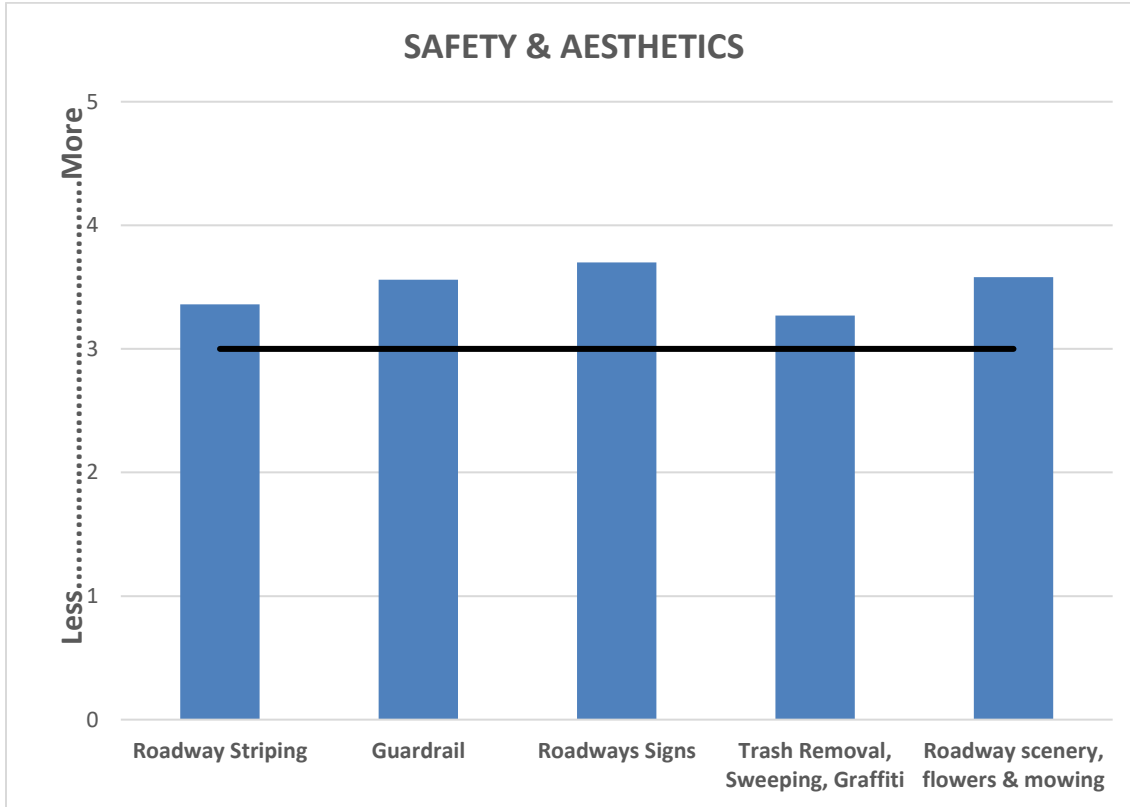
Strategy Rating



- Respondents were asked to rate the perceived condition of the state’s roadway network by selecting a number of stars (1-5; 1 being the lowest; 5 the highest).
- Responses indicate that Interstates are in the best condition, followed by Major Highways and then local roads.
- These responses indicate that NHDOTs tier investment policy is resulting in the expected outcomes.
- Respondents were also asked to rate the perceived safety conditions of the state’s transportation network, which they identified as ‘good’.
- Participants were also asked to rate the level of congestion on the states network, which was identified as ‘fair’ to ‘good’ – an improvement over the last Ten Year Plan survey responses.

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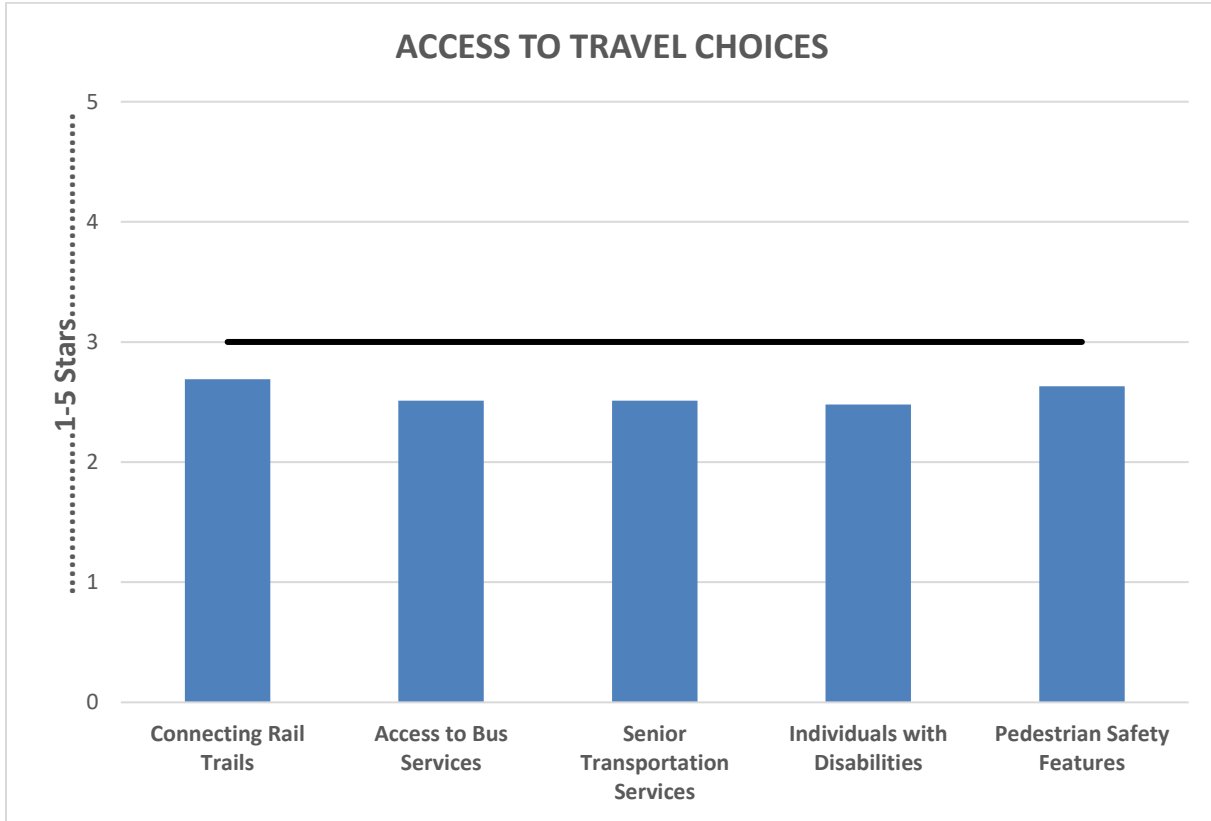
Strategy Rating



- Survey participants were asked about their thoughts on the condition of NH’s roadway signs and aesthetics – via the same 1-5-star rating system as previous questions.
- Responses indicate that respondents find all evaluated attributes are above average (greater than 3 stars).
- This indicates that NHDOT is perceived to be performing well overall regarding the condition of signs, lines, guardrail and scenery.

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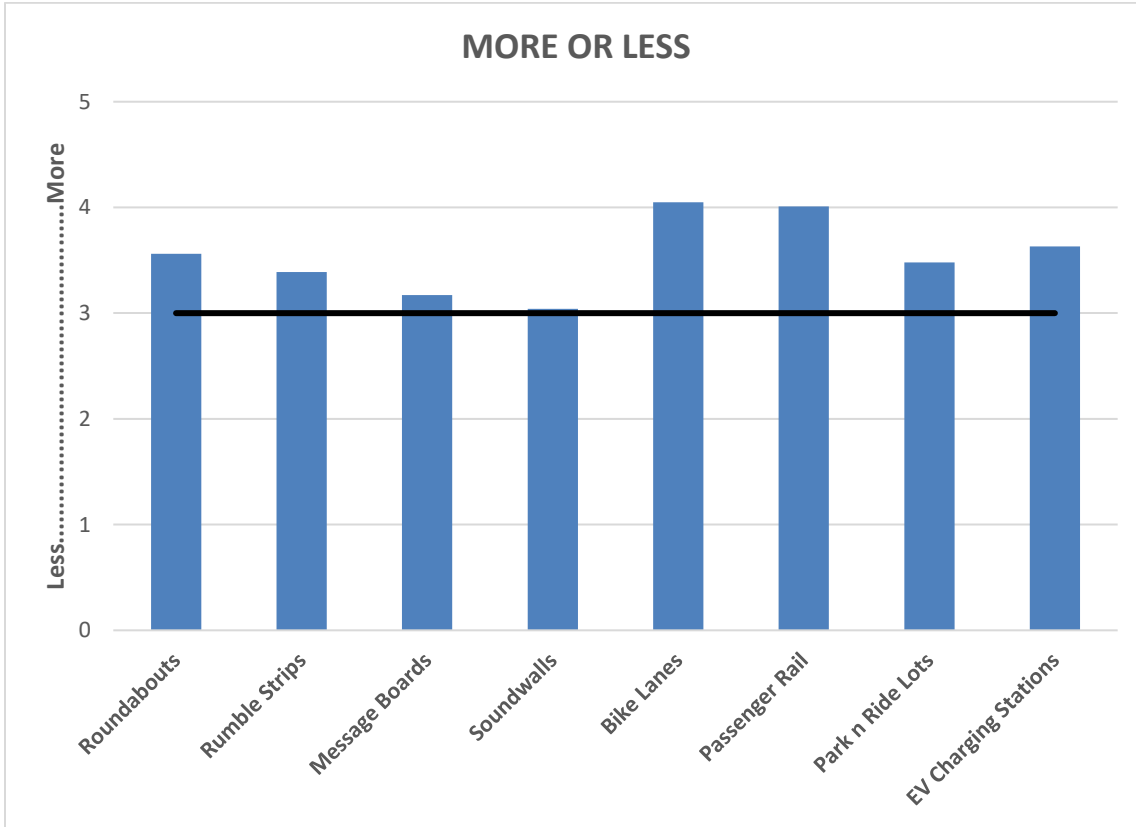
Strategy Rating



- The chart above reflects survey respondents’ responses to rating access and accommodations to alternative modes of transportation – specifically bicycle, pedestrian and public transportation.
- Survey responses indicate a fair-to-poor evaluation of conditions.
- These responses are reflective of the level of state investment in these modes of transportation, as well as the limited federal funding provided for these modes.

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Strategy Rating

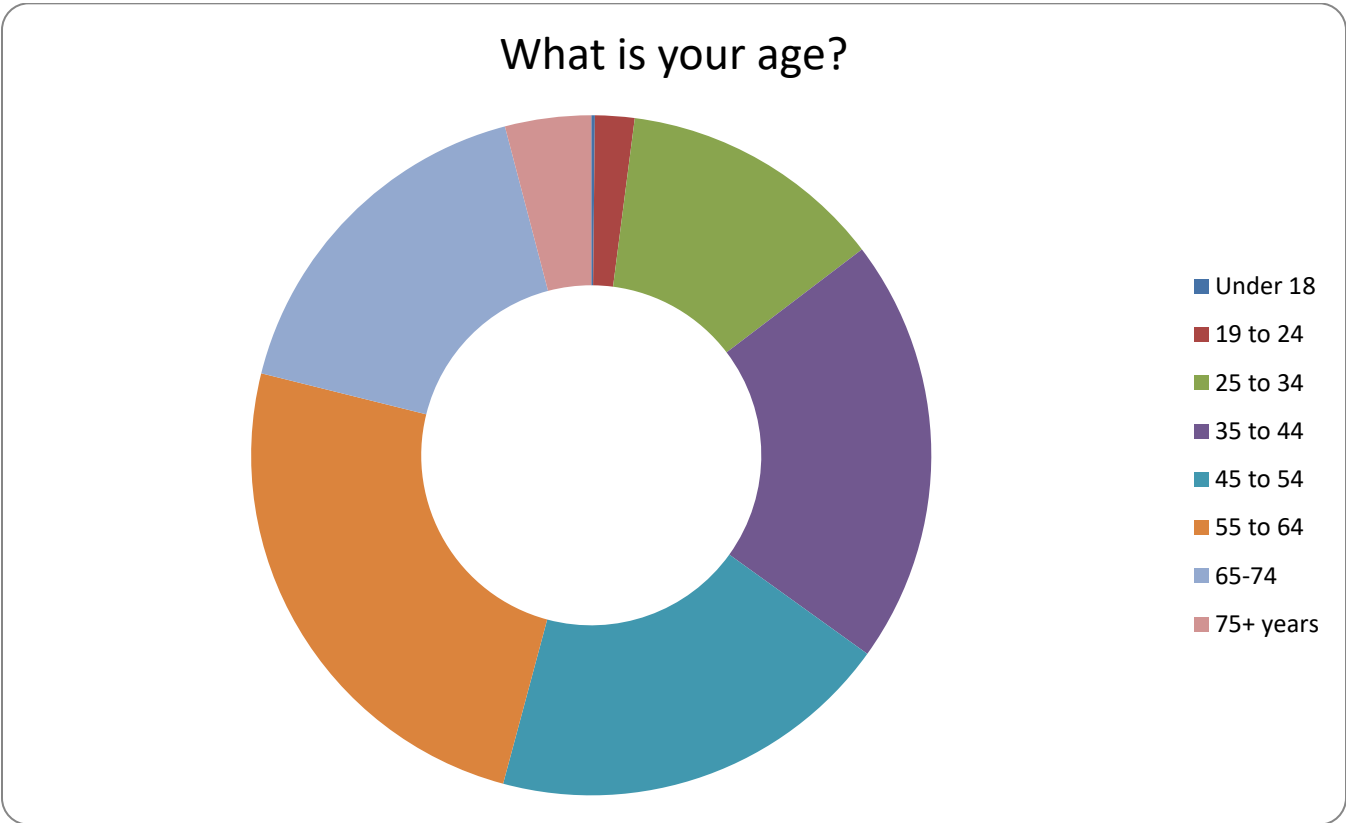


- Survey participants were also asked to provide feedback as to what types of services the public would like to see more or less of.
- Survey responses indicated that NHDOTs current approach to implementing safety improvements like rumble strips, variable message boards and roundabouts were appropriate as currently implemented.
- Survey results also reveal that the respondents support alternative modes of transportation in NH, like bike/ped, public transit and rail service.
- Respondents identified a desire for more alternative modes of transportation.

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Demographics

Age of Survey Respondents

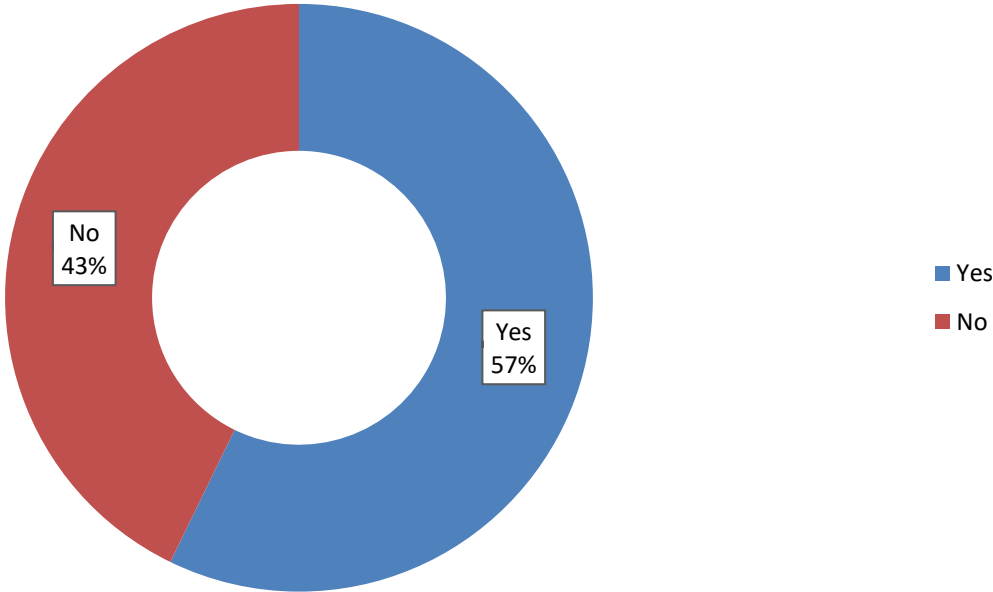


- The NHDOT received 766 responses to our online survey
- As noted above, respondents trended towards the 35-64 age range.
- Responses indicate a potential need for more outreach to the younger/older aged population of the state going forward.

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Elimination of Cash Toll Lanes

Eliminate cash lanes at toll plazas



- NHDOT was asked to include a question in the online survey regarding respondent’s feelings about cash lanes at toll plazas – specifically whether respondents favored their elimination.
- Responses indicate a majority of respondents support the removal of cash lanes at NH’s toll plazas.