

STATE OF NEW HAMPSHIRE

NH Highway Safety Agency Strategic Action Plan Annual Report

FISCAL YEAR 2011



"Live Free or Die"

Governor
John H. Lynch
Executive Director

Peter M. Thomson
Highway Safety Coordinator and
Governor's Representative

STATE OF NEW HAMPSHIRE

**STRATEGIC ACTION PLAN ANNUAL REPORT
FISCAL YEAR 2011**

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FEDERAL FUNDING SOURCES:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

STATISTICAL OVERVIEW

Outcome Measure Number		2006	2007	2008	2009	2010
	Fatal Motor Vehicle Crashes	116	122	127	97	120
C-1	Persons Killed (Fatalities)	127	129	138	110	128
	Rural Fatalities (FARS)	75	105	127	109	86
	Urban Fatalities (FARS)	52	24	11	1	42
	Alcohol-Related Fatalities *	44	41	47	32	45
	% of Alcohol-Related Fatalities	34.6	31.8	34.1	29.1	35.2
	Alc-Related Deaths/VMT (NH @.04)	.26	.24	.28	.19	
	Operators Killed	75	70	78	56	70
	Adult Occupants Killed	20	10	14	15	14
	Child Occupants Killed	3	7	5	8	7
C-10	Adult Pedestrians Killed	5	11	9	7	9
	Child Pedestrians Killed	1	2	0	1	0
C-7	Motorcycle Operators Killed	18	23	28	16	26
	Motorcycle Passengers Killed	3	2	1	5	2
	Moped Operators Killed	0	0	0	0	0
	OHRV Operators Killed	0	1	1	1	0
	Adult Bicyclists Killed	1	2	0	0	0
	Child Bicyclists Killed	1	1	2	1	0
	Total Crashes Reported	34,801	37,376	34,705	33,265	32,132
C-2	Total Injuries Reported (State of NH)	13,712	14,726	13,674	13,106	12,660
	Total VMT (millions) (NHDOT)	17,078	17,311	16,790	17,119	
C-3	NH Fatal Rate/VMT (FARS)	.93	.96	1.06	.85	
	Rural Fatal Rate/VMT (FARS)	1.25	1.77	2.21	1.91	
	Urban Fatal Rate/VMT (FARS)	.69	.32	.15	.01	
	Alc-Related Deaths/VMT (FARS @ .08)	.34	.25	.35	.22	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	46	34	45	29	44
	United States Fatal Rate	1.42	1.36	1.26	1.15	
	NH Licensed Drivers	1,028,636	1,030,095	1,029,804	1,033,661	1,039,148
	NH Registered Vehicles	1,439,081	1,439,306	1,460,415	1,425,690	1,707,958
	NH Registered Motorcycles (FHWA)	70,778	75,559	80,689	80,826	
	Population (NHTSA)	1,311,821	1,315,828	1,315,000	1,324,575	1,316,256
	Total Occupant Fatalities	98	87	97	79	91
C-4	Unrestrained Occupant Fatalities	76	61	71	50	61
C-6	Speed-Related Fatalities (FARS)	42	41	39	39	62
C-8	Unhelmeted Motorcycle Fatalities	15	13	18	13	8
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	19	23	23	16	17
B-1	Seat Belt Usage (NH Survey)	63.5	63.8	69.2	68.9	72.2

* New Hampshire Alcohol-Related Fatalities: .02 BAC for drivers under 21 years of age; .04 BAC for all other drivers (conforms with national CDL level)

LEGISLATIVE SUMMARY

HB 28 establishing a committee to study grounds for driver's license suspension under the current law and assessing the extent and nature of driver's license suspension in New Hampshire was found Inexpedient to Legislate.

HB 148 prohibiting any law enforcement agency or political subdivision of the state from accepting federal funding for the purpose of establishing motorcycle-only roadside checkpoints was signed by the Governor and became effective July 15, 2011.

HB 283 relative to impaired drivers, would require, to the extent practicable, an arraignment on a DWI charge within 14 business days, modified treatment requirements for DWI offenders, and eliminate the impaired driver/multiple DWI offender intervention programs. This bill has been retained in the Criminal Justice & Public Safety Committee.

HB 478 authorizing testimony by video teleconference at the Department of Safety's Administrative Hearings Bureau and in district court motor vehicle cases was signed by the Governor and became effective August 27, 2011.

HB 637 lowering the legal drinking age for members of the armed forces to 18 years of age was found Inexpedient to Legislate.

SB 29 eliminating the horsepower limitation in the definition of a moped and creating a special three-wheel motorcycle endorsement was signed by the Governor and became effective April 28, 2011.

SB 31 clarifying the procedure for the revocation or denial of a driver's license for drug or alcohol involvement by individuals under 21 years of age was signed by the Governor and became effective April 28, 2011.

SB 66 requires the Division of Motor Vehicles to adopt rules relative to increasing nonresident tuition for motorcycle rider education. Signed by the Governor, the bill became effective July 15, 2011.

NOTEWORTHY PRACTICES

Operation Safe Commute (OSC). Early in the federal fiscal year State Police Colonel Robert L. Quinn approached the NH Highway Safety Agency concerned with the number of motor vehicle crashes caused by drivers distracted from the task of driving because they were texting, talking on the cell phone, eating behind the wheel, applying makeup, shaving, or changing CDs. In many cases over-confident drivers had converted their vehicles into mobile offices and were conducting ‘business’ while driving. As a result, the Highway Safety Agency arranged a joint meeting of state, county, and local law enforcement to discuss the possibility of a “Commute With Care” enforcement campaign. In addition to the above-mentioned distractions, conversation also focused on unsafe lane changes, following too closely, ignoring the Move Over Law, failure to use directional signals, and slowing down in construction zones. As a result of this successful meeting, the NH Highway Safety Agency contracted with 52 local police departments and 3 sheriff’s departments throughout the state, as well as the NH State Police to conduct overtime “Operation Safe Commute” enforcement patrols in three-hour shifts during the morning and afternoon commute hours (6:00-9:00 AM and 4:00-7:00 PM) on May 12, June 15, July 12, August 15, and September 9, 2011.

Prior to moving forward with the contracts, a statistical analysis of motor vehicle crashes occurring on New Hampshire roadways revealed that ‘driver inattention/distraction’ was the primary contributing factor in approximately 16.2 percent of crashes resulting in incapacitating injuries and 22.5 percent of crashes resulting in non-incapacitating injuries during 2006-2009.

Contributing Factor to Motor Vehicle Crashes Resulting in Incapacitating & Non-Incapacitating Injuries								
	Incapacitating Injuries				Non-Incapacitating Injuries			
	2006	2007	2008	2009	2006	2007	2008	2009
Driver Inattention/Distracted	103	112	99	81	1,239	1,323	1,205	1,254
% of Total Injury-Related Crashes	15.7%	19.1%	18.4%	11.6%	20.3%	24.2%	24.2%	21.3%
Total # Injury-Related Crashes	653	585	535	700	6099	5467	4975	5879

Furthermore, the NH Department of Motor Vehicles reports that 28 percent of non-fatal crashes are caused by some form of distracted driving.

Although crashes occur at all hours of the day and night, they are most prevalent during the morning and afternoon/evening commute hours when traffic is the heaviest as drivers travel to and from work locations. Instead of focusing their attention on the task of driving and operating their vehicles safely, drivers are frequently distracted by talking on the cell phone, texting, eating, reading, shaving, applying makeup. . . often in combination with speeding, following too close, and making improper lane changes. The combination of these tasks is a recipe for disaster that leads to crashes and the loss of life, injuries, and property damage. Distracted driving crashes occur on local and statewide roadways, as well as the interstate/turnpike highways.

On November 9, 2010, in the pouring rain, the NH Highway Safety Agency hosted a press event at the Nashua Welcome Center in partnership with approximately 50 state, county, and local law enforcement officers, the NH Department of Transportation, NH Motor Transport Association, and the Associated General Contractors. Focusing on promoting safe driving and reducing the number of crashes caused by distracted drivers who think they can safely multi-task while driving, the mission is to seek out those who are driving dangerously with the goal of requiring the cooperation of all drivers and to change driving behaviors and bad habits.

A second press event was held on November 10, 2010, in the Upper Valley and included five (5) local police departments and a sheriff’s department. In addition, four (4) radio stations conducted interviews.

The “Operation Safe Commute” press advisory stated:

“Unprecedented State, County and Local Law Enforcement Effort Will Crack Down on Unsafe Driving” Speeding, Unsafe lane changes, Following too closely. Texting and driving. Distracted driving. These problems are all too common on our state’s roads. In the coming days, law enforcement from every corner of our state will hit the highways and byways of New Hampshire. . . an unprecedented presence on the road. State, County, and local police will all be involved and coordinating a high visibility statewide patrol in the morning and evening commutes. Their mission: seek out those who are driving dangerously and remind people to “commute with care”.

The five “Operation Safe Commute” overtime enforcement patrols conducted throughout the state involving state/county/local law enforcement yielded the following results:

Corridor	Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# Vehicles Stopped	# CPS Visual Checks
		W	S	W	S	W	S	W	S	W	S			
May 12, 2011	265	595	175	311	67	7	6	40	15	3	1	7	1174	959
June 15, 2011	256	467	78	319	89	12	12	23	15	2	2	12	1062	869
July 12, 2011	229	425	230	222	77	9	13	18	8	4	1	3	1096	1731
August 15, 2011	205	354	104	223	57	5	1	22	17	0	0	7	759	1159
September 9, 2011	220	481	180	230	74	9	3	32	6	0	1	10	975	2273
Totals	1175	2322	867	1305	364	42	35	135	61	9	5	39	5066	6991

*Alcohol-Related Arrests = DWI, illegal possession (alcohol & drugs), illegal transportation, open container, operation after revocation/suspension.

Examples of stops include:

5:45 AM a male driver was observed exceeding the posted speed limit. It takes in excess of a mile to pull over the vehicle. When questioned, the driver states he did not see the cruiser’s blue lights because he was “eating breakfast”.

Observed by the State Police aircraft, a female driver is pulled over for driving at a high rate of speed, cutting between other vehicles, and operating in an extreme reckless manner. Clocked at 103 miles per hour, the operator stated “She was running late”.

6:20 PM a 61-year-old driver was operating a vehicle with a cracked windshield. Following the stop and arrest for DWI, he consented to a DRE evaluation and was found to have a large amount of cocaine in his system, as well as alcohol and various medications.

Shortly after 4:00 PM a female driver was stopped and arrested for DWI. Although she refused the alcohol test, 6 clues on HSN and 5 on walk and turn supported the DWI arrest .

At 4:48 PM a 44-year old male driver was stopped and subsequently arrested for aggravated DWI with a BAC of .22.

At 6:05 PM a 19-year-old was arrested and charged with possession of controlled drugs.

At approximately 4:00 PM a 21-year-old female was stopped and arrested for operating without a driver’s license, non-inspection, unauthorized possession of a prescription, and possession of a hypodermic needle.

PROGRAM AREA OVERVIEWS GOALS & ACCOMPLISHMENTS

OCCUPANT RESTRAINTS

GOALS

To increase statewide seat belt compliance 1.1 percentage points from the 2009 calendar base usage rate of 68.9 to 70.0 percent by December 31, 2011.

To decrease unrestrained passenger vehicle occupant fatalities 10 percent from the 2009 calendar base year of 71 to 64 by December 31, 2011. (C-4)

ACCOMPLISHMENTS

The University of New Hampshire Survey Center, in cooperation with NH Highway Safety Agency staff, conducted the annual seat belt use observational survey in June 2011. The survey was conducted utilizing the methodology and design approved by the National Highway Traffic Safety Administration (NHTSA) and in accordance with federal guidelines (23CRF Part 1340—Final Rule for Section 157 Surveys). One hundred-twenty (120) randomly selected sites were observed revealing that 75.0 percent of the drivers and front seat outboard passengers were buckled compared to 69.2 percent in 2008, 68.9 percent in 2009, and 72.2 percent in 2010.

The 2011 survey also revealed that for New Hampshire registered vehicles 71.2 percent of drivers were buckled compared to 67.6 percent in 2009 and 71.9 percent in 2010 (unweighted) and 72.1 percent of outboard front seat passengers were buckled compared to 66.3 percent in 2009 and 66.0 percent in 2010.

Analysis of vehicle occupant fatalities and the number of unrestrained occupants reveals the following:

Vehicle Occupant Fatalities			
Year	Total	Unrestrained	Percent
2008	97	71	73.20
2009	79	50	63.29
2010	91	61	67.00

ACTIVITIES

CPS Enforcement/“Join the NH Clique”. Section 402 funds supported contracts with 25 local and one county law enforcement agencies and the NH State Police to conduct overtime “Join the New Hampshire Clique” seat belt enforcement patrols in conjunction with the NHTSA “Click It or Ticket” mobilization (May 23-June 5, 2011), as well as during the months of May and June. Patrols were conducted in either six-hour/one officer or three hour/two officer shifts during daylight hours. Following is a summary of these two enforcement efforts.

Time Frame	Patrol Hours	# CPS Visual Checks	Child Restraint		Speeding S	Other M/V Violations S	Other (Ped/Bike, etc.) S	Red Light Running S	*Impaired Driving Arrests	# Vehicles Stopped
			W	S						
NHTSA Mobilization 05/23-06/05/2011	631.5	49,360	164	153	86	144	13	0	16	17,184
NH Seat Belt Enforcement 05/01-06/30/2011	553.0	56,806	137	132	74	246	14	0	15	1,891
Totals	1,184.5	106,166	301	285	160	390	27	0	31	19,075

*Impaired Driving Arrests = DWI arrests, illegal possession (alcohol, drugs), illegal transportation, open container, operation after revocation/suspension, etc.

A total of \$130,074.57 was obligated to support these two statewide efforts although only \$53,089.76 was expended. When entering into agreements with the NH Highway Safety Agency to conduct these overtime patrols, administrators expected to conduct all patrols called for in the contracts. However, this did not happen because of personnel shortages and the fact that officers did not want to work overtime details.

Media and Materials. A variety of brochures and safety promotional materials were purchased, and approximately 93,410 pieces were distributed to approximately 45 organizations (state/local law enforcement agencies, schools, driver education programs, safety and health organizations, etc.). (Funds also provided in the following program areas: alcohol in relation to highway safety, police traffic services, and pedestrian/bike safety.) One hundred nineteen (119) “Wildlife/Moose” educational videos were distributed to various safety advocates.

Convincer Demonstrations. Although Dover Police Department did not administer the “Convincer” during FY 2011 due to personnel shortages, a new home was found for the “Convincer”. In FY 2012 the program will be coordinated by the Merrimack Police Department.

Buckle UP New Hampshire (BUNH) Activities. The BUNH Coalition continued its efforts to create and present educational programs designed to increase seat belt use through education. Working under the direction of the Injury Prevention Center at Dartmouth College, the Coalition is a group of dedicated highway safety professionals including members of the public and private sector. The Coalition met regularly throughout the year and played a vital role in various seat belt educational efforts including the following.

BUNH Kick Off Event. The annual “Buckle Up New Hampshire” Week (May 15-22, 2011) activities were kicked off on Saturday, May 14th at the Steeplegate Mall in Concord. The “Room to Live” video was played, and educational materials were distributed. Approximately 150 customers entering and exiting the mall benefited from this educational event.

“Room to Live” Program. The third year of presentations, the program was presented 33 times statewide at 23 different locations to 3,635 people. Seventeen (17) presentations occurred at various high schools to small groups such as driver education and health classes, as well as large assemblies. Other presentations included a boy scout meeting, safety/wellness fairs, the civil air patrol, and employee groups. The video was also shown at the event kicking off BUNH Week activities. The “Room to Live” program is based on a FOX news video that effectively points out the safety design features of new cars and the reality that occupants who are restrained remain within the vehicles and have a much greater chance of surviving and/or experiencing reduced injuries. Designed to reach younger drivers, the program has proven effective with audiences of all ages. The Concord Public Access Television station filmed a Concord High School presentation which was aired on Concord’s cable station 18 times in June and July.

This program was presented by Howard Hedegard of the Injury Prevention Center and Steve Gratton from the Loving Family Foundation, a New Hampshire based not-for-profit agency committed to making the driving experience for teens as safe as possible.

T-Shirt Design Contest. For the third year the BUNH Coalition promoted seat belt use through creative school efforts (contests). This year's contest involved high school students designing a t-shirt that promoted seat belt use with a specific emphasis on the Statewide Seat Belt Challenge, a competitive and educational experience promoted by the NH Highway Safety Agency each May that involves teams of students from some 35 to 40 high schools. The Coalition received more than 100 design submissions from which 3 finalists were chosen. Each student participating in the seat belt challenge received a t-shirt on which the winning design was printed. Prize money for the contest was provided by the Injury Prevention Center at Dartmouth using funds received from State Farm Insurance Company.



Traffic Safety Conference. The annual Traffic Safety Conference was held in Meredith on April 26, 2011. This conference began as a seat belt related conference and was expanded to include other areas of traffic safety. Attended by approximately 150 highway safety advocates, participants include law enforcement personnel, educators, driver education instructors, health care and day care providers, legislators, and state officials. New Hampshire's DUI Mobile Command Center was on display throughout the day.

The 2011 Conference was very successful and included an opening session on the State Police Perspective by Major Russell Conte, Deputy Director, NH State Police, and a keynote presentation by Dr. David Strayer, PHD Psychology, College of Social and Behavioral Science, University of Utah, who spoke on distracted driving and the use of simulators. Attorney Diana Fenton, NH Department of Justice, provided a powerful lunch time presentation on a vehicular homicide case (the State of NH vs. Ivonne Hernandez).

Workshop sessions included: Traffic Accident Reconstruction, Jamie Balint – Commander, Strafford County Regional Traffic Accident Reconstruction Team; Vehicle Occupant Restraint, A Clinical Perspective, Erin Meyer – Resident Physician Dartmouth-Hitchcock Medical Center; Graduated Licensing, Jim Esdon – Program Manager, Injury Prevention Center at Dartmouth, and Roberta Bourque – Business Systems Analyst, NH Division of Motor Vehicles; NHTSA’s Regional Action Plan, Angie Byrne – Regional Program Manager, NHTSA New England Regional Office; Distracted Driving Simulator Overview, Jim Esdon – Program Manager, Injury Prevention Center at Dartmouth; and New Hampshire Motor Vehicle Law Quiz Show, Lt. Mark Bodanza, NH Police Standards and Training.

Partners of and exhibitors at the conference included the NH Highway Safety Agency, NH Bureau of Liquor Enforcement, NH Department of Health and Human Services, NH Department of Transportation, Injury Prevention Center at Dartmouth, NH Child Passenger Safety Program, AARP of New Hampshire, Lovering Foundation, Safety and Health Council of Northern New England, and the NH Traffic Safety Institute.

The evaluation feedback was strongly positive with the majority stating that the conference increased their knowledge of highway safety related issues. The conference evaluation system allowed people to rate it from 1 (poor) to 5 (great). Eighty-five percent of the ratings were either 4 or 5.

Statewide CPS Program. The NH Child Passenger Safety Program continues to be housed at the Injury Prevention Center at Dartmouth Medical School. Section 402 funds support a full-time CPS coordinator and part-time support staff who administer and coordinate statewide CPS activities including training, public information, child seat checkups, etc. Activities included but were not limited to:

Training Course	Dates	Location	Attendees	Number Certified	Professions Represented
NHTSA CPS Technician Course	10/26-29/11	Bedford Safety Complex Bedford, NH	21	21	6 law enforcement 7 fire fighters 7 hospital/medical 1 ambulance staff
Update Refresher Course (6 CEUs)	03/16/11	NH Fire Academy Concord, NH	58		Current certified technicians
“Child Passenger Safety in School Vehicles Workshop* (6 CEUs)	04/13/11	Safety & Health Council of Northern New England Concord, NH	15		5 law enforcement 2 fire fighters 1 hospital staff 5 bus transportation 1 child care provider 1 other
NHTSA CPS Technician Course	06/27-30/11	NH Fire Academy Concord, NH	21	19	5 law enforcement 5 fire fighters 4 hospital/medical 3 bus transportation 1 school staff 3 others

* The “CPS in School Vehicles” Workshop was taught by two nationally-known trainers and provided 6 CEUs for technicians. Two additional trainings were provided for the Provider School Bus Company for their 230 bus drivers and monitors.

- A variety of car seats and special needs seats, beds, and vests were purchased utilizing funds provided by the Highway Safety Agency and private partners. Special needs seats/beds/vests were provided to three hospitals (Concord, Dartmouth, Littleton) while a variety of car seats were provided to one (1) police department, one (1) fire department, and one (1) child care center, as well as to checkup events and at refresher courses.
- Currently there are 30 child passenger safety inspection stations throughout the state located in police and fire departments, hospitals and the Injury Prevention Center.

- During federal Fiscal Year 2011 a total of 15 child seat checkup events were held where 120 seats were checked—of which only 22 were correctly installed. During these events 7 new seats were installed and improvements were made to 91 seats. The program has seen a dramatic decline in requests for checkup events in communities.



- As of September 30, 2011, a total of 537 technicians have successfully completed the NHTSA-approved training and have been certified. There are currently 158 active technicians in addition to a cadre of 7 instructors. New Hampshire’s recertification rate stands at 59 percent
- The CPS Coordinator and 17 New Hampshire CPS Technicians attended the NHTSA Region 2 CPS Conference held in Lake Placid, New York, May 11-13, 2011. Section 402 funds covered the registration fee for the CPS technicians.
- The CPS Coordinator attended the annual Lifesavers Conference (March 2011) in Phoenix, Arizona.

Seat Belt Rollover Convincer. During FY 2002 the New Hampshire Police Standards & Training Council (PS&TC) purchased a Rollover Convincer. This educational tool provides an opportunity for participants in the various police training courses to view a rollover in a safe, non-threatening environment. Due to staffing shortages, no funds were provided in FY 2011.

Statewide Seat Belt Challenge. On May 3, 2011, the NH Highway Safety Agency, in cooperation with the Department of Education, NH Association of Chiefs of Police, NH Police Association, and the Driver Education Teachers’ Association, hosted the Eighteenth Annual Safety Belt Challenge. Thirty-two (32) teams representing high schools and driver education programs throughout the state participated. The winning team from Farmington High School completed the fastest run in 34.25 seconds.

Seat Belt Use Survey. For a sixth year the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey using methodology developed in accordance with provisions of SAFETEA-LU and 23 CRF Part 1340 (Uniform Criteria for State Observational Survey of Seat Belt Use). The observational survey was conducted in June 2011 utilizing UNH and NH Highway Safety Agency staff.

Percent of Operator and Front
Seat Outboard Passengers Buckled

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
63.5%	63.8%	69.2%	68.9%	72.2%	75.0%

Pickup Truck Seat Belt Campaign. The Injury Prevention Center (IPC) at Dartmouth College, in cooperation with the NH Highway Safety Agency, continued use of the program developed in 2007 designed to increase seat belt usage by pickup truck drivers and passengers. The program was pilot tested in the Towns of Berlin and Gorham—located in the far northern area of the state.



Utilizing the NHTSA “Buckle Up in Your Truck” theme/slogan again this year based on the success of prior years, IPC partnered with local police, school resource officers, town officials, and citizens in four (4) communities to conduct an eight-week long program during the spring consisting of a print media campaign, a series of yard and roadside posters, radio advertising, and pre and two (2) post seat belt use surveys. To maximize visibility, two neighboring communities were chosen in the Seacoast area (Rochester and Lee) and two communities in the North Country (Littleton and Lisbon).

Results of the town-wide surveys conducted by trained officers of the police department in each community revealed:

Lisbon	Pre Survey	Post Survey #1	Post Survey #2
	May 5, 2011	June 16, 2011	July 25, 2011
Pickup Drivers Buckled	21%	62%	52%
Pickup Passengers Buckled	29%	73%	69%

Littleton	Pre Survey	Post Survey #1	Post Survey #2
	May 6, 2011	June 17, 2011	July 15, 2011
Pickup Drivers Buckled	45%	57%	53%
Pickup Passengers Buckled	53%	58%	66%

Lee	Pre Survey	Post Survey #1	Post Survey #2
	May 6, 2011	June 17, 2011	July 15, 2011
Pickup Drivers Buckled	53%	52%	60%
Pickup Passengers Buckled	58%	44%	47%

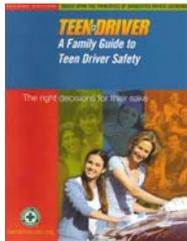
Rochester	Pre Survey	Post Survey #1	Post Survey #2
	May 10, 2011	June 21, 2011	July 14, 2011
Pickup Drivers Buckled	31%	31%	37%
Pickup Passengers Buckled	36%	38%	39%

Note: Survey of front seat occupants

The second post survey included the distribution of water bottles promoting buckling up in your truck. Efforts will be made in the next federal fiscal year to continue a similar program in these and other communities geared at increasing belt use by pickup truck drivers and occupants.

NHTSA Attitude Survey. See addenda for Summary of NHTSA Attitude Survey conducted by the UNH Survey Center.

Family Guide to Teen Driver Safety. Working with the Safety and Health Council of Northern New England, the



Highway Safety Agency purchased 15,000 copies of the National Safety Council's publication entitled "Teen Driver--A Family Guide to Teen Driver Safety" (second edition). The books were delivered to the NH Bureau of Enforcement warehouse. Of the 15,000, a total of 5,490 books were sorted and marked for distribution by Enforcement officers to substations for pickup by 28 driver education programs throughout the state. The Guides have been presented to parents/guardians whose children are completing the state-approved driver education program. Prior to July 1, 2011, the New Hampshire driver education program was administered by the NH Division of Motor Vehicles and the NH Department of Education. However, budget reductions eliminated the staff position within the Department of Education, and sole responsibility for driver education now rests with the Division of Motor Vehicles. The balance of the Teen Driving books are being stored at the Safety and Health Council and reserved for distribution once the program has been reorganized at Motor Vehicles.

In federal FY 2006 and FY 2008 Section 402 funds were used to purchase and distribute 15,000 copies and 14,000 copies of the first edition of this guide. Based on verbal requests from parents and driver education teachers, additional copies were purchased in FY 2011.

ALCOHOL IN RELATION TO HIGHWAY SAFETY

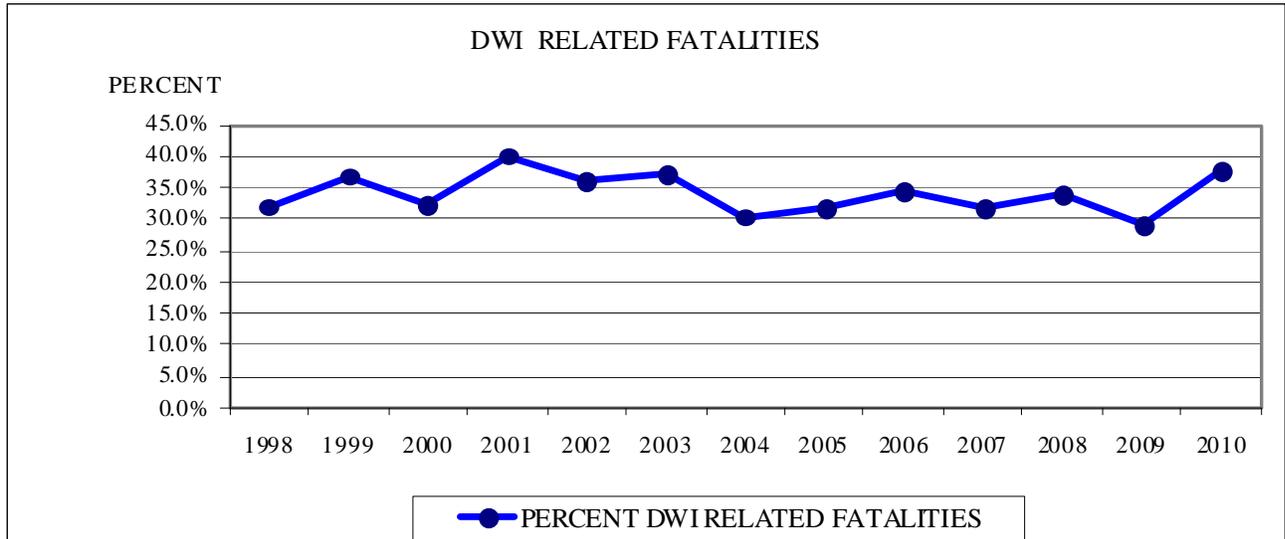
GOALS

To decrease alcohol impaired fatalities 10 percent from the 2009 calendar base year of 32 to 29 by December 31, 2011.

ACCOMPLISHMENTS

In 2010 there were a total of 128 fatalities, of which 45, or 35.2 percent, were alcohol-related. The number of fatalities and those that are alcohol-related in 2011 are not yet available.

ACTIVITIES



New Hampshire Traffic Safety Commission consists of 15 members appointed by the Governor and Executive Council and authorized by statute to act in an advisory capacity to the state coordinator of highway safety. At the Governor's Highway Safety lunch on November 22, 2010, the Traffic Safety Commission presented three awards to individuals for "Outstanding Service to the Citizens of New Hampshire in the Field of Highway Safety": Barbara Mirando, DWI activist who lost her son, Matt, in a drunk driving crash; former NH State Senator Sheila Roberge who was instrumental in the passage of DWI Legislation; and retired Sargent William Simons of the Dover Police Department who established the Dover "Youth 2 Youth" program.

National Drunk and Drugged Driving Awareness Month. On November 22, 2010, the NH Highway Safety Agency hosted the Governor's Highway Safety Lunch to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. Approximately 200 law enforcement officers, as well as legislators, members of the judiciary, state officials and highway safety partners were in attendance. On behalf of the State and New Hampshire citizens Governor John Lynch issued a proclamation praising the law enforcement community for their efforts and encouraging them to intensify patrols over the holiday season and throughout the upcoming year. Earl Sweeney, Assistant Commissioner, NH Department of Safety, was the keynote speaker.

Conferences and Training. Funds covered travel expenses incurred by Agency staff and highway safety advocates attending conferences and training sessions.

A GHSA Executive Board Meeting was held in Annapolis, Maryland, January 4-5, 2011, and attended by Highway Safety Coordinator Peter Thomson.

The National Highway Traffic Safety Administration hosted two (2), 16-hour Data-Drive Approaches to Crime and Traffic Safety (DDACTS) Workshops. The first was held in Fitchburg, Massachusetts, January 18-20, 2011, at Fitchburg State University. The following members of the NH State Police participated: Sgt. Matthew Shapiro (headquarters), Lt. Ellen Arcieri (headquarters), and Matthew Geoffroy (intelligence analyst). The second workshop was held September 27-29, 2011, in Peabody, Massachusetts, and attended by Lt. Paul Toussaint and Chelsey ZeRuth of the Rochester Police Department. DDACTS integrates location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes frequently involve the use of vehicles, the goal of this program is to reduce crime, crashes, and traffic violations.

The Annual Lifesavers National Conference on Highway Safety Priorities was held March 27-29, 2011, at the Phoenix Convention Center in Phoenix, Arizona. Funds supported Sue Centner, Director, Community Alliance for Teen Safety; Patricia Rainboth, Director, Victims, Inc.; and Stephen Sargent, Field Representative, NH Highway Safety Agency.

Annual conferences of the National Association of Women Highway Safety Leaders (September 21-24, 2011) and the Governors Highway Safety Association (September 25-28, 2011) were held in Cincinnati, Ohio. Highway Safety Agency Coordinator Peter Thomson and Program Manager Debra Garvin attended both conferences. Funds also covered travel expenses for Chief Eddie Edwards of the NH Liquor Commission's Bureau of Enforcement whose

“Alcohol & Drug Impaired Driving: What We Know.” presentation at the NAWHSL focused on the increase use of drugs and their impact on driving.

Funds to support these efforts are also provided in Police Traffic Services, Motorcycle Safety, and Planning and Administration (GHSA Executive Board Meetings).

Department of Justice Motor Vehicle Homicide Seminar. On November 3-4, 2011, the Traffic Safety Resource Prosecutor (funded by the NH Highway Safety Agency) from the NH Department of Justice hosted the fifteenth Jay McDuffee Motor Vehicle Homicide Seminar that was attended by 102 full-time officers and local/county/ state prosecutors who are actively involved in motor vehicle crash investigation.

Following welcoming remarks by Highway Safety Coordinator Peter Thomson, the morning sessions focused on “Proving Causation in Motor Vehicle/Pedestrian Collisions” (Charles Schack, Crash Experts, Inc.), while the afternoon sessions were dedicated to “Blood Draws in Felony Level DUIs and Negligent Homicides” (Diana Fenton, Assistant Attorney General).

The morning of the second day participants were offered a choice of workshops: “Interviewing Techniques for the Traffic Crash Investigator” (Harry Walter, IPTM); “Discussion of Melendez-Diaz” (DOJ Attorney Ann Rice); “Forensic Examination of Automobile Lamps” (Kevin McMahon, State Police Crime Laboratory); “Drug Toxicology” (Colleen Scarneo, State Toxicology Laboratory); “What Does it Mean to Testify as an Expert Witness” (Albert Scherr, UNH School of Law); and “Q & A of ALS Hearings” (Christopher Casco, Hearings Examiner). Following lunch, participants chose one of the following sessions: “Interviewing Techniques for Traffic Crash Investigator”; “HIPAA & Law Enforcement” (Attorney Cinde Warmington); and “Photogrammetry (Trooper Brian Strong and Trooper Clint Trussell, NH State Police). Attorney Diana Fenton wrapped up the day with case law update.

State Police DWI Patrols. The NH State Police conducted 1,292.0 hours of overtime patrols throughout the state dedicated to removing impaired drivers from the roadways. This includes 37 overtime patrols, representing 220.5 hours that were conducted during the “Drive Sober or Get Pulled Over” NHTSA mobilization (August 19-September 5, 2011). All overtime DWI patrols resulted in the following:

Alcohol-Related Summonses/Arrests					Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.,)		Red Light Running		Child Restraint		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation													
125	36	14	23	28	638	363	1,643	155	71	20	21	6	5	1	111	3,057	1,832

NH Liquor Commission DUI Van. In federal FY 2008 highway safety funds were used to purchase a fully equipped van to be used as a DUI Mobile Command Post at sobriety checkpoints. Administrative responsibility for the van (ordering/receiving, maintenance, scheduling, etc.) was assigned to the NH Liquor Commission’s Bureau of Enforcement. Utilizing Section 402 (\$398,000.) and Section 410 (\$47,601.12) funds the fully-equipped DUI Mobile Command Van was delivered to the Bureau of Enforcement on October 29, 2008. The NH Liquor Commission and members of the DUI Mobile Command Van Committee (a 15-member group of state, county, and local law enforcement personnel and Highway Safety Agency staff) assumed administrative responsibility for the van. Subsequently, defense attorneys argued at trial that ambient air conditions in the van may cause a discrepancy with the reported value of their clients and/or skew the entire test with the Intoximeter installed in the van. Although a test of conditions did not support this argument, it was discovered that air circulation could be improved . . . which would eliminate the argument. Funds provided for the purchase and installation of a fan/air vent in the booking/DRE examination area, as well as the repair and replacement of the exterior awning and the purchase of three (3) phone sets to be assigned to the external phone ports at the van’s curb side for use in emergency situations.

High School Impaired Driving Program. During the 2010-11 school year the NH Highway Safety Agency, in cooperation with the NH Liquor Commission and the NH Department of Education, offered a powerful program to high schools in the state to educate young people about drinking and driving. During 13 presentations 5,083 students

in 12 high schools heard the testimony of inmate Jeremiah Johnson sentenced to serve a term in the New Hampshire State Prison for negligent homicide . . . the result of alcohol and his decision to drive after drinking. During his presentation Jeremiah speaks about events in his life that led to a tragic day in October 2004 when he created a new identity for himself . . . but not the one he had been searching for.

DRE Program Administration. In Federal FY 2009 authority for administering New Hampshire’s DRE Program was transferred from PS&TC to the Bureau of Enforcement, NH Liquor Commission. Subsequently, (utilizing Section 402 funds) a part-time person was hired to coordinate/administer the program. Upon that person’s resignation, responsibility was assumed by a full-time person within the Enforcement Bureau who conducted the following trainings:

School/Training	Dates	Location	Enrolled/ Completed	Certified	Instructional Staff
HGN/SFST	02/07-09/2011 04/18-20/2011	PSTC/Concord	14 7		4 2
ARIDE	05/16-17/2011	Hampton PD	30		5
HGN/SFST Refresher	01/07/2011 03/18/2011	PSTC/Concord Full Time Academy	Cancelled 13		1
DRE School	04/11-21/2011	Bureau of Liquor Enforcement, Concord	11	9	19
HGN/SFST Recruit Class	Throughout 2011	PSTC/Concord	78		7
ARIDE	08/15-16/2011	PSTC/Concord	30		4

Note: HGN/SFST training does not result in certification but is a mandated law enforcement course.

As of September 30, 2011, New Hampshire has 103 certified DRE’s, including 30 instructors, representing 48 law enforcement agencies. There are certified DREs in each of the State’s ten counties.

NHTSA Attitude Survey. See Addenda for Summary of NHTSA Attitude Survey conducted by the UNH Survey Center.

Preliminary Breath Testing Devices. NH RSA 265:92-a provides law enforcement officers the opportunity to use preliminary breath testers (PBTs) to determine at the roadside if there is probable cause to arrest persons stopped for suspicion of driving while intoxicated. Funds enabled the Bureau of Enforcement, NH Liquor Commission, to purchase 200 preliminary breath testing devices, cases, and wrist straps, as well as a bulk supply of mouth pieces that were subsequently distributed to law enforcement agencies through an application process based on several criteria (i.e. number of patrol cruisers, current number of PBT devices in inventory, number of duty officers per shift, etc.). Training (train-the-trainer concept) was provided by NH Police Standards and Training with certification issued by the State Laboratory. Providing this valuable tool to the law enforcement community will help to reduce crashes caused by alcohol and drug impaired drivers. PBT’s were distributed as follows:

Location	Number
Local Law Enforcement	81
County Sheriff	5
State Police	64
State Police-Commercial	25
Marine Patrol	25

Portable Driving Simulator. The Injury Prevention Center at Dartmouth purchased two (2) Virtual Driver Interactive portable driving simulators that included the “One Simple Decision” software. The software simulates driving while under the influence and driving while distracted using potential real-life situations with outcomes that are very real to the driver (participant). Although originally purchased for use with teen drivers, the simulators has been used by other organizations. Simulators can create unique or dangerous situations in a manner that cannot be created behind the wheel of an automobile. Simulators allow individuals to practice what to do in a dangerous, real-life situation . . . giving the best possible chance of surviving or avoiding a crash. Since being put into use in April 2011, the simulators have been used by 1,000 students in four high schools, 34 students at a driver education program, and 10 students at a police cadet program. They have also been used by the Safety and Health Council of Northern New England at two conferences, at the Concord National Night Out, by the Merrimack County Corrections Department for a halfway program, as well as at health fairs. To date a total of 25 individuals have been trained in use of the simulators.



POLICE TRAFFIC SERVICES

GOALS

To decrease speed-related fatalities 10 percent from the 2008 calendar base year of 40 to 36 by December 31, 2010. (C6)

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2006-2009) of 827 to 774 in 2010.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2006-2009) of 50.25 to 45.22 in 2010.

ACCOMPLISHMENTS

In 2010 speed was the primary cause of 12 fatal crashes claiming 13 lives. Statistics are not yet available for fatal crashes occurring in 2011.

For the four-year period (2006-2009) crashes resulting in non-incapacitating injury where illegal/unsafe speed was a factor averaged 827.

For the four-year period (2006-2009) the number of fatal crashes occurring during the months of June through September averaged 50.25.

	2005	2006	2007	2008	2009	2010
NH Licensed Drivers	1,025,782	1,028,636	1,030,095	1,029,804	1,033,661	1,039,148
Travel In MVM	14,649	17,078	17,311	16,790	17,119	

ACTIVITIES

State Police Enforcement Patrol. The NH State Police conducted overtime patrols in areas throughout the state where speed has been identified as a primary problem, including exclusive patrols along the southern end of Interstate 89 (commencing at Exit 2) and along Routes 16 and 125 in Strafford and Rockingham Counties. Commencing in October 2010, overtime enforcement patrols resulted in the following actions:

Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
1,574.5	2,337	2,827	1,034	323	83	5	22	6	5	19	59	4,753	6,070

*Alcohol-Related Arrest=DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension.

Local Police Enforcement. Eighty (80) local/county law enforcement agencies conducted overtime enforcement patrols during those times when speed and related violations are most prevalent (morning and afternoon commute hours, weekends during the recreational and tourist seasons, holidays, etc.). Dedicated overtime enforcement resulted in the following activity:

Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
5,992.0	12,008	4,387	4,113	642	119	77	283	86	33	20	136	15,019	21,114

*Alcohol-Related Arrest=DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension.

Police agencies in Alexandria, Allenstown, Alton, Antrim, Auburn, Belmont, Bennington, Berlin, Bethlehem, Bradford, Bristol, Brookline, Campton, Canaan, Carroll, Carroll County Sheriffs, Center Harbor, Charlestown, Chester, Claremont, Concord, Conway, Deering, Derry, Dover, Durham, Effingham, Enfield, Farmington, Franklin, Goshen, Greenland, Hampstead, Haverhill, Henniker, Hill, Hillsboro, Hopkinton, Hudson, Laconia, Lee, Lisbon, Londonderry, Lyme, Manchester, Mason, Meredith, Merrimack, Merrimack County Sheriff, Middleton, Mont Vernon, Moultonborough, Nashua, New Durham, New Hampton, New London, Newport, Northfield, Orford, Piermont, Plaistow, Plymouth, Portsmouth, Rindge, Rockingham County Sheriffs, Rummey, Rye, Salem, Sandwich, Seabrook, Somersworth, South Hampton, Sullivan County Sheriffs, Sutton, Tilton, UNH, Walpole, Washington, Whitefield, and Wolfeboro participated in these overtime enforcement patrols that averaged a speed summons every 1.37 hours.

During the 15-week period commencing May 1 and ending September 15, 2011, saturated overtime enforcement patrols involving multiple police agencies along four (4) major travel corridors were conducted throughout the state. The 18 local/county police departments participating conducted patrols that yielded the following results:

Corridor	# of Department	Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol-Drug Related Arrests	# Vehicles Stopped	# CPS Visual Checks
			W	S	W	S	W	S	W	S	W	S			
Route 101 West	7	533.5	671	261	297	109	3	5	9	10	8	5	14	1,361	711
Route 101 East	4	331.0	408	208	76	20	5	2	0	0	0	0	0	696	3,483
Route 16	3	264.0	672	121	80	5	4	1	11	1	0	0	7	881	494
Routes 4 & 28	4	295.5	505	81	118	17	9	4	11	2	1	1	3	712	320
TOTALS	18	1,424.0	2,256	671	571	151	21	12	31	13	9	6	24	3,650	5,008

*Alcohol-Related Arrests=DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension.

Additional Radar. Funding assisted 7 law enforcement agencies in the purchase of a total of 20 speed-measuring devices.

Radar	Laser Radar	SMART Radar Trailer
Alton Concord (2) Rockingham County Sheriffs (2) Wolfeboro	NH State Police (12)	Lyme Sunapee

Computer Equipment/Software. The following police departments were provided matching funds for the purchase of eight (8) tough-book type laptops and software for installation in front-line cruisers: Bristol, Milton, New Durham, Plainfield, Plymouth, Rockingham County Sheriffs (2), and Rollinsford. The Northwood (4) and Plainfield Police Departments also acquired mobile data terminals. Laptops, software and the use of mobile data devices enable officers to complete paperwork electronically while remaining in the cruiser which results in increased productivity, efficiency, and more importantly, additional time on the road conducting enforcement activities.

Motorcycles. Funding assistance enabled four (4) local police departments (Alton, Bristol, Hampstead, and Hebron) to lease a police motorcycle for the six-month period April through September for use in congested areas where it is difficult for normal enforcement efforts utilizing cruisers.

TAR Equipment. Federal funds assisted three (3) police departments in the acquisition of traffic accident reconstruction equipment. The Chichester Police Department purchased iWitness software, as well as a camera and printer which allows officers to quickly and efficiently investigate motor vehicle crashes. The Haverhill Police Department purchased a camera and printer, and the Marlborough Police Department purchased three (3) licenses for software that allows officers to complete collision reports in a timely, efficient, and concise manner.

Tire Deflation Devices. Seven (7) sets of tire deflation devices were purchased by four (4) law enforcement agencies to be used to safely deflate and terminate police pursuits of fleeing vehicles. The following departments purchased these devices: Amherst (2), Moultonborough (2), New Durham, and Plainfield (2).

Red Light Running Enforcement. Twelve (12) police departments (Bedford, Berlin, Derry, Dover, Greenland, Hudson, Manchester, Nashua, Plaistow, Portsmouth, Salem and Somersworth) conducted overtime enforcement dedicated to traffic light/stop sign and other motor vehicle violations.

Patrol Hours	Red Light Running		Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
981.0	740	351	142	38	440	138	29	19	9	3	19	1,746	8,317

*Alcohol-Related Arrests=DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension.

School Bus Enforcement Patrols. Police departments in Concord, Manchester, Moultonborough, and Nashua conducted overtime patrols along school bus routes and in school zones during the morning and afternoon hours when students are transported to and from school.

Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
278.0	138	28	237	83	13	8	35	16	0	2	2	636	2,729

*Alcohol-Related Arrests=DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension.

NHTSA Attitude Survey. See Addenda for Summary of the NHTSA Attitude Survey conducted by UNH Survey Center.

TAR Training. The NH State Police TAR Unit expanded its reconstruction capabilities to include the use of photogrammetry. Utilizing photographs to recreate crashes on a computer requires TAR team members to be trained in the use of Basic and Advance Crash Zone software. Funds enabled the NH State Police to contract with Traffic Safety Consulting who conducted two courses: CAD Zone Basic/Intermediate (15 attendees) and Advanced CAD Zone (16 attendees). In addition, funds provided for the purchase of 16 software licenses. Officers who completed these two courses are able to keep up with the technological advances occurring in crash reconstruction. They become proficient in use of the software, document crash scenes in a limited amount of time, and the resulting crash recreations are used as documentation in court cases.

State Police Aggressive Driving Enforcement. The NH State Police has dedicated ten (10) unmarked cruisers to enforcement along the interstate/turnpike systems during peak traffic hours to focus on aggressive drivers. Although marked cruisers have a deterrent affect, they do not allow troopers to actively seek out and find aggressive drivers. Unmarked cruisers blend in with traffic, allow troopers to observe and record actions of aggressive drivers, and then allow for enforcement action. Funds enabled the State Police to purchase ten (10) tough-book type laptops and ten (10) in-cruiser video systems for installation in the unmarked cruisers. By reducing aggressive driving and the number of crashes it causes, the motoring public will travel with a greater degree of safety.

TRAFFIC RECORDS

GOALS

To improve the Highway Safety Agency's computer capabilities and work with other agencies in maintaining and updating the State's traffic records system.

ACCOMPLISHMENTS

Each State department/agency is required to develop a four-year Strategic Information Technology Plan which projects how they plan to update their computer systems to better assist in attaining their goals. This plan is reviewed and approved by the NH Office of Information Technology.

ACTIVITIES

Fatal Accident Reporting System. This task, in conjunction with other NHTSA funds, continued to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program.

Highway Safety Computerization. In order to enhance the integrity of statistical and financial records and reports created by the NH Highway Safety Agency, the Agency contracted with a state-approved vendor to enhance the Highway Safety Agency's MS Access Grants Management (NHGIS) database to provide for the collection of increased statistical information used to measure program effectiveness. The Agency also purchased a Pro-Tower Server, data tapes, and a tower rack. Proportional funding from Alcohol, Police Traffic Services, Traffic Records, and Planning and Administration covered expenses.

DMV Motor Vehicle Crash Update. The Financial Responsibility Crash Unit, located in the Division of Motor Vehicles (DMV), is responsible for the data entry of information relative to all motor vehicle crashes in the state. An average of 600 reportable and non-reportable crash reports are received from law enforcement agencies throughout the state on a weekly basis. In addition, a "blue card" must be issued to uninsured drivers. These cards must be tracked, and if not returned, the driver's license is suspended. In order to reduce the backlog of crash data entered into the central data system, funds covered payroll costs associated with paying overtime to existing trained staff. Of the 15,300 police accident reports to be scanned for CY 2010, a total of 5,625 were processed. Of the 7,200 police accident reports that required data entry, 1,496 were processed. Although the contract with the Division of Motor Vehicles was approved by the Highway Safety Agency in mid-April, final approval by Governor and Council did not occur until early July. Therefore, the number of reports processed was limited.

Section 408 State Traffic Safety Information System Improvement Grant. In 2007 the NH Highway Safety Agency submitted the state's first-year application for a Section 408 traffic safety grant. On September 12, 2007, a \$300,000.00 grant was awarded to the state to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs. In accordance with Year 2 grant criteria, a Traffic Records Assessment was conducted. The Agency submitted its' second, third, fourth, and fifth year applications and was subsequently awarded an additional \$500,000.00 per year for a total Section 408 award of \$2,000,000.00. During FY 2011 Section 408 funds supported the following efforts to improve traffic records in the state.

Crash Reporting Management System. The Crash Record Management System (CRMS) project is the collaboration of efforts among the NH Department of Transportation (NHDOT), NH Department of Safety (NHDOS), Resource Computing Center (RCC) at UNH, and other agencies to lead a multi-phase initiative to introduce new technologies to provide increased functionality and to expedite crash data capture, exchange, storage, and reporting. The objective is to improve the safety of highways by reducing injuries and fatalities through the efficient, timely, and streamlined capturing of crash data and sharing of the information among all concerned parties for effective analysis and reporting.

The CRMS project was broken into two phases. Phase-I (completed) developed a working application with essential functionality to pilot and test the system. Phase-I integrated the State's new Uniform Police Traffic Crash Report form, which significantly improves the crash data that support the State's Strategic Highway Safety Plan (SHSP) and NHDOT's Highway Safety Improvement Plan (HSIP). CRMS Phase-II addressed the unidentified collection, processing, transferring, and reporting of essential data needs from Phase-I.

To administer and secure law enforcement's access to the State's IT infrastructure, CRMS was successfully integrated with the State's IBM's enterprise data access management system, Tivoli® Access Manager (TAM), a recent addition to the State's IT infrastructure to, in part, support CRMS data access needs.

To streamline data capture capabilities CRMS deployed driver license look-up and vehicle registration bar-coding capabilities. The driver license look-up feature uses NHDOS's motor vehicle online registration and title system to streamline data capture by auto-populating driver license and vehicle information in CRMS.

RCC @ UNH completed these tasks to a successful level to implement the CRMS application. Remaining challenges facing implementation of CRMS are integration with existing in-vehicle software and hardware, and the State's developing and dynamic IT infrastructure. CRMS continues to be pilot tested and reviewed for statewide implementation. NHDOS acknowledges that training is an essential component for successful statewide deployment.

Section 408 NHTSA Application. The NH Highway Safety Agency, following state rules and guidelines, contracted with Deep River Traffic Records Management of Old Saybrook, Connecticut, to support the administration and activities of

the Traffic Records Coordinating Committee (TRCC), including the Traffic Records Executive Committee (TREC) and sub-committees. In accordance with federal criteria from Section 408, Title 23 of SAFETEA-LU for “successive year grants”, the contractor prepared the Section 408 Year 5 grant application. Following submission to NHTSA, the state was awarded \$500,000.00 for federal FY 2011. In line with terms of the contractual agreement, the Contractor coordinated two (2) TRCC meetings (April 29 and September 13, 2011).

NH State Police E-Ticketing. The NH State Police purchased 271 portable printers and software which will enhance the existing J-One system by adding citations which will be generated electronically from the cruisers. Citations will be uploaded to NH State Police servers and then transmitted to a data base at the Division of Motor Vehicles, sent to the Court system if an appearance is mandatory. The printers installed in the cruisers will print the citation to be issued to the offenders, and the interface software will create data transmission ability from the records management system to J-One. Electronic ticketing will result in more timely access to enforcement data, result in less time spent producing citations, reduce paper handling and data entry, and enhance officer safety.

EMERGENCY MEDICAL SERVICES

GOALS

Continue to provide assistance to local entities in the purchase of extrication equipment.

ACTIVITIES

Extrication Equipment. Fire departments in the Towns of Chester and Rumney were provided assistance in the purchase of extrication tools and related equipment critical to the removal of victims from vehicles involved in car crashes.

PROGRAM MANAGEMENT

GOALS

The Highway Safety Agency will support traffic safety activities at the state, county, and local level and maintain a close working relationship with state and national organizations. The Agency will continue to provide public information to develop support for the goal of the highway safety program: the reduction of traffic crashes and the resulting loss of life, personal injuries and property damage. Agency staff continue to work with local, county, and state agencies to provide information on federal highway safety programs, highway safety procedures, and to assist in applying for federal funds.

ACCOMPLISHMENTS

The Highway Safety Agency reviewed and evaluated the 2011 Strategic Action Plan, analyzed all available traffic records data and identified highway safety problems, implemented state and local projects designed to solve these problems, monitored and evaluated current projects, audited completed projects, and developed the 2012 Strategic Action Plan.

Serving as member at large to the Governors Highway Safety Association, the Coordinator attended one executive board meeting (January 4-5, 2011, in Annapolis, Maryland). Funds also covered the Agency’s Annual membership dues to the Governor’s Highway Safety Association.

PEDESTRIAN AND BICYCLE SAFETY

GOALS

To reduce pedestrian fatalities 10 percent from the 2009 calendar base year of 8 to 7 by December 2011.

To have no bicyclist fatalities through the year 2011 but not to exceed one bicycle fatality.

ACCOMPLISHMENTS

Although pedestrian fatalities numbered 9 in 2008, the number decreased to 8 in 2009 and 0 as of December 12, 2010. Fatality numbers for 2011 are not yet available.

Bicycle fatalities decreased from 2 in 2008 to 1 in 2009, and 0 as of December 12, 2010. Fatality numbers for 2011 are not yet available.

ACTIVITIES

Bicycle Safety Helmet Program. The NH Highway Safety Agency purchased 600 multi-sport helmets that were awarded to agencies conducting bicycle safety programs. The Agency distributed 500 helmets to 20 local police departments in Alton, Bradford, Brentwood, Bristol, Candia, Concord, Dover, Dublin, Haverhill, Henniker, Hillsboro, Lancaster, Manchester, Newfields, Newport, Pittsfield, Rindge, Rochester, Rollinsford, and Wolfeboro.

Pedestrian/Bicycle Enforcement Patrols. Officers from ten (10) police departments (Berlin, Claremont, Concord, Conway, Derry, Dover, Hampton, Nashua, Portsmouth, and Wolfeboro Police Departments) conducted overtime pedestrian or bicycle enforcement patrols resulting in the following:

Patrol Hours	Other (Pedestrian, Bicycle, etc.)		Speeding		Other Motor Vehicle Violations		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
759.0	921	43	45	7	672	110	158	16	10	14	2	1,025	10,815

*Alcohol-Related Arrests=DWII, illegal possession, illegal transportation, open container, operation after revocation/suspension.

MOTORCYCLE SAFETY

GOALS

To decrease motorcyclists fatalities 10 percent from the 2009 calendar base year of 21 to 19 by December 31, 2011. (C-7)

To decrease unhelmeted motorcyclist fatalities 20 percent from the 2009 calendar base year of 13 to 10 by December 31, 2011. (C-8)

To increase the number of motorcycle operators who complete the state-sanctioned basic, intermediate, and advanced rider safety courses.

ACCOMPLISHMENTS

The number of motorcycle fatalities (operators and passengers) increased from 21 in 2009 to 28 in 2010. However, in 2011 the number has decreased to 14 (as of December 11, 2011.)

The number of unhelmeted motorcyclist fatalities decreased from 13 in 2009 to 8 in 2010. As of December 11, 2011, there were 9 unhelmeted motorcycle fatalities.

The number of motorcycle operators who completed the state-sanctioned basic, intermediate, and advanced rider safety courses decreased from 2,927 in 2009 to 2,850 in 2010.

ACTIVITIES

Motorcycle Safety Training and Awareness (Section 2010).

During the six federal Fiscal Years 2006-2011, the NH Highway Safety Agency applied for and received a total of \$600,000.00 (\$100,000.00/year) in Section 2010 funds to support motorcycle safety training and awareness programs. Utilizing Section 2010 funds in FY 2008, 269 helmets and 20 motorcycles were purchased for use by the NH Motorcycle Rider Training Program for use during the Basic Rider Courses offered throughout the state.



During FY 2009 Section 2010 funds equipped the Motorcycle Rider Training Program’s maintenance/repair facility within the Division of Motor Vehicles with tools and mechanical equipment necessary to service/repair the 210± training motorcycles. These motorcycles are used to train approximately 3,000 students throughout the state who complete the Basic Rider Course each year. Maintenance/repair of training motorcycles helps to assure the safety of students and instructors, in addition to promoting rider programs.

During FY 2010 the Motorcycle Rider Training Program purchased a new Ford pickup truck and 22-foot trailer to transport training motorcycles between Concord and the training sites throughout the state. The program also purchased eight (8) training motorcycles designed for taller students, two (2) Safety Motorcyclists Awareness and Recognition Trainers (SMARTrainers), and a laptop computer for use by the program coordinator while working at training sites.

During federal Fiscal Year 2011 the Motorcycle Rider Education Program purchased six (6) quick shade canopies that are utilized at training sites throughout the state to protect instructors and students from the elements (sun, heat, rain); an inverter generator designed to power the two computerized trainers (motorcycle simulators) and provide emergency power; tires, wheels, batteries, and related parts for the training motorcycles; kick stand pucks bearing the MRT program name/logo which are distributed to students and at special events; and four combination DVD player/monitors for three new training sites and a relocated site requiring audio-visual needs.

PUPIL TRANSPORTATION

GOALS

To continue to work with those interested in improving the safety of pupil transportation and enforcing the laws regarding school bus and pupil transportation.

ACTIVITIES

Although no funds were expended in this area, funds expended under Police Traffic Services did support overtime patrols for the Concord, Manchester, Moultonborough, and Nashua Police Departments to conduct patrols during those hours when children are being transported to and from school.

COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES

GOALS

Funds will be allocated to assist at least one community in establishing a Safe Community organization.

ACTIVITIES

Although no funds were expended for a Safe Community during FY 2011, efforts at the local level continue in the Town of Derry and the City of Concord. Federal highway safety funds provided multi-year funding to both of these communities and enabled them to establish active, on-going, and self-sufficient safe community programs.

In FY 1997, following the death of several teenagers in motor vehicle crashes in the Derry, Windham, and Salem areas, the Community Alliance for Teen Safety (CATS) was formed to address the problem and funds were provided for four years. An injury prevention group was formed in Concord six years ago to focus on the problem areas on Loudon Road where two child pedestrians had been struck by motor vehicles. The program, expanded to cover activities throughout the city, continued to grow and was successful in securing funds from other sources. During the summer of 2007 the Safety and Health Council of Northern New England assumed administrative responsibility of the Concord Safe Community program. In 2009 the original director of the Concord program resigned and assumed the position as Director of the Injury Prevention Center at Dartmouth College. The program continues to be administered by the Safety and Health Council.

ROADWAY SAFETY/FHWA

GOALS

Educate the public regarding the potential hazards at railroad crossings and promote safety at railroad crossings through a contractual agreement with the Safety and Health Council of Northern New England.

Educate the motoring public of roadway construction zones and location of incident areas (motor vehicle crashes, changed traffic patterns, etc.).

ACTIVITIES

Operation Lifesaver (OPL). Through a contract with the Safety and Health Council of Northern New England, funds were used to promote safety at railway crossings. A component of the program is distribution of materials with the



Operation Lifesaver message. Materials purchased include handouts (i.e. lapel pins, zipper pulls, litter bags, crayons, magnets, brochures, pens, key tags, activity books, reflectors, etc.). Educational programs continue to be presented in schools and for law enforcement and district court judges on laws that impact the safe operation of the rail and AMTRAK system.

A one-day “Level 1 Presenter Certification Training” was held on September 9, 2011, and attended by five individuals who were trained to present the Operation Lifesaver Course throughout the state.

New Hampshire’s Operation Lifesaver Coordinator attended the National State Coordinators Summit in Portland, Oregon, April 11-13, 2011

The “Grade Crossing Collision Investigation” course was held on September 16, 2011, and was attended by 30 participants.

Variable Message Boards. Section 402 funds enabled the Hooksett Public Works Department to purchase one (1) variable message board to be used along roadways during hazardous or emergency situations when roads must be closed due to motor vehicle crashes or other emergency situations. Use of the electronic message board will provide communication to the motoring public who can understand delays or plan alternative travel routes.

SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS

GOALS

Prior year Section 410 Incentive Grant funds enable state, county, and local law enforcement agencies to conduct overtime patrols dedicated to the detection and apprehension of impaired drivers. In addition, the state, county, and local law enforcement community will coordinate their activities and conduct sobriety checkpoints throughout the state. Funding assisted in the purchase of additional in-cruiser video equipment, attendance at appropriate conferences, and continued services of a traffic safety resource prosecutor at the Department of Justice.

ACTIVITIES

Video Equipment. Fourteen (14) law enforcement agencies were assisted with the purchase of 17 in-cruiser video systems. Funding was provided to police departments in: Ashland, Bristol (2), Canaan, Center Harbor, Enfield, Haverhill, Lincoln, Madison, Manchester (2), Northfield, Rollinsford, Wakefield, Washington, and Whitefield.

Local/County Police –Overtime DWI Enforcement. Fifty-nine (59) local/county law enforcement agencies conducted a total of 3,874.75 hours of overtime patrols that resulted in the following:

DWI Patrols																	
Alcohol-Related Arrests																	
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		PBT Used	Vehicles Stopped	CPS Visual Checks
					W	S	W	S	W	S	W	S	W	S			
145	86	35	48	36	1,823	171	2,988	174	268	107	235	33	20	8	127	5,314	4,601

Law enforcement agencies in the following towns conducted overtime DWI patrols: Alton, Auburn, Belmont, Bennington, Berlin, Bristol, Brookline, Campton, Canaan, Carroll, Chester, Chichester, Concord, Conway, Deering, Derry, Dover, Dublin, Durham, Enfield, Epsom, Franklin, Goshen, Greenland, Hampstead, Haverhill, Hebron, Henniker, Hillsboro, Hudson, Laconia, Lisbon, Manchester, Mason, Meredith, Merrimack, Moultonborough, New Castle, New Durham, New London, Newport, Northfield, Ossipee, Pittsfield, Plaistow, Plymouth, Portsmouth, Rindge, Salem, Seabrook, Somersworth, South Hampton, UNH, Wakefield, Walpole, Washington, Whitefield, Winchester, and Wolfeborough. Contracts with some of these departments supported patrols conducted during NHTSA’s “Drive Sober or Get Pulled Over” mobilization period.

Sobriety Checkpoints. In an effort to combat the impaired driving problem, a number of law enforcement agencies conducted sobriety checkpoints in accordance with stringent state guidelines.

	2005	2006	2007	2008	2009	2010	2011
# Law Enforcement Conducting Checkpoints	8	16	17	30	39	27	24
# Checkpoints Conducted	13	32	49	50	67	44	46

Since sobriety checkpoints require considerable staff, thirteen (13) law enforcement agencies regionalized efforts by forming three (3) task forces with the goal of conducting cooperative, small-scale checkpoints.

Task Force	# Law Enforcement Agencies	# of Checkpoints
Merrimack County	7	12
Carroll County	3	1
Exit 20	3	4

Small-scale checkpoints were also conducted by the following law enforcement agencies: NH State Police (6), Berlin (3), Conway (1), Enfield (2), Goffstown (1), Hudson (2), Manchester (6), Moultonborough (1), Plymouth (1), Portsmouth (3), and Rindge (3). Federal funds supported a maximum of eight officers/troopers per checkpoint that included one safety officer and one officer-in-charge. A total of 1,635.9 overtime hours resulted in the following:

Sobriety Checkpoints															
Alcohol-Related Arrests					Speeding		Other Motor Vehicle Violations		Red Light Running		Child Restraints		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S	W	S	W	S	W	S			
50	16	25	21	23	15	0	471	58	0	0	3	3	70	9,619	5,628

Contracts with some of these departments supported patrols conducted during NHTSA's "Drive Sober or Get Pulled Over" mobilization period.

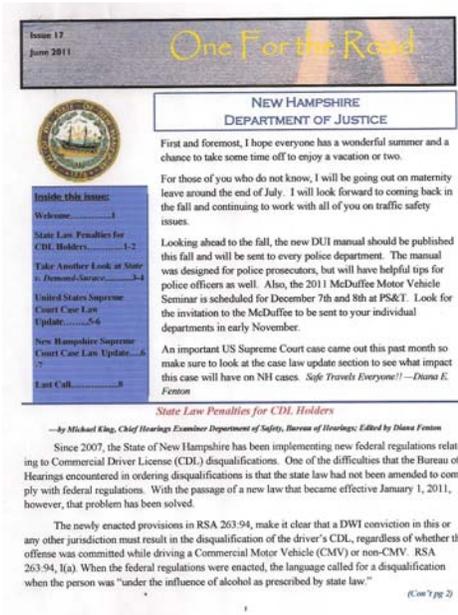
Statewide DWI Hunter Patrols. On three weekends (June 10-11, July 22-23, and August 19-20, 2011) DWI patrols were conducted throughout the state. Officers representing 60 local police departments, 3 county sheriff's departments, and the NH State Police conducted 2,105.25 hours of overtime dedicated to removing impaired drivers from the roadways. The following chart reveals the overall results of the "DWI Hunter" enforcement campaign.

DWI Hunter Patrols													
Enforcement Periods	Patrol Hours	Alcohol-Related Arrests					Speeding		Child Restraints	PBT Used	# Vehicles Stopped	# CPS Visual Checks	
		DWI Arrests	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S					
		June 10-11, 2011	945.00	39	8	1	6	11					289
July 22-23, 2011	590.25	35	14	6	9	7	285	72	1	29	1328	965	
NHTSA "Drive Sober or Get Pulled Over" Mobilization (August 19-September 5, 2011)													
August 19-20, 2011	570.00	26	11	2	3	12	277	46	1	21	990	881	
Totals	2105.25	100	33	9	18	30	851	172	9	73	3340	2716	

“Last Drink Survey”. The NH Liquor Commission’s Bureau of Enforcement continues to utilize the “Last Drink” survey used at sobriety checkpoints (May 24-September 30) to identify the location of the establishment where motor vehicle operators apprehended for driving under the influence had consumed their last drink. A total of 60 surveys were conducted at fifteen (15) sobriety checkpoints throughout the state. Of the 60 people surveyed, 12 were arrested for DUI. Of the 12 people arrested, two (2) refused to provide the location where they had consumed their last drink, 3 reported they had been drinking at locations such as a private residence or other non-licensed public places, 4 reported they had consumed their last drink at a liquor licensed establishment, and 3 surveys were incomplete. Data collected provides valuable information about the relationship between DUI arrests and licensee serving practices. This, in turn, points to the need to educate licensees on serving alcohol and possible results of over serving. Reducing fundamental mistakes by licensees and their employees will improve quality control and accountability.

Traffic Safety Resource Prosecutor. The NH Department of Justice continued the services of a full-time Traffic Safety Resource Prosecutor (TSRP) utilizing Section 410 funds. The TSRP provides formal training to law enforcement to enhance their ability to conduct comprehensive impaired driving and traffic investigation skills; training to prosecutors on evolving traffic safety laws, prosecutorial techniques, etc; and provides case specific technical assistance to prosecutors and law enforcement agencies.

The TSRP assisted in sobriety checkpoint trainings; administered the two-day (November 3-4, 2010) Motor Vehicle Homicide Seminar; conducted felony blood draw trainings; participated in sobriety checkpoints; taught general criminal statutes at the Police Academy; published the quarterly TSRP newsletter, “One for the Road”; continued to serve as a resource for police and prosecutors; conducted a two-day (March 2-3, 2011) “Prosecuting the Drugged Driver” Course at the UNH Law Center; and attended the TSRP Conference in New Orleans, November 15-18, 2010.



ADDENDA

NHTSA Mobilizations

NHTSA Attitude Survey

Paid Media Summary

Section 163 Funds – Review

NHTSA MOBILIZATIONS – SUMMARY

NHTSA “Click It or Ticket” Mobilization and “Join the New Hampshire Clique” May 23-June 5, 2011									
Patrol Hours	# CPS Visual Checks	Child Restraints		Speeding	Other Motor Vehicle Violations	Other (Pedestrian, Bicycle, etc.)	Red Light Running	*Impaired Driving Arrests	# of Vehicles Stopped
		W	S	S	S	S	S		
631.5	49,360	164	153	86	144	13	5	4	17,184

*Alcohol-Related Arrests = DWI, illegal possession, illegal transportation, open container, operation after revocation/suspension

NHTSA “Drive Sober or Get Pulled Over” Mobilization August 19-September 5, 2011																		
Patrol Type	Patrol Hours	Alcohol-Related Arrests					Speeding	Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		Vehicles Stopped		
		DWI	Illegal Possession	Illegal Transportation	Open Container	Op After Revocation		W	S	W	S	W	S	W	S		W	S
DWI	709.5	30	19	4	14	10	410	78	765	38	31	24	30	1	0	1	1,315	
DWI Hunter	603.0	27	11	0	3	12	282	46	555	39	33	14	50	1	3	1	1,000	
Sobriety Checkpoints	196.0	21	4	8	4	1	8	0	247	17	0	2	0	0	2	2	1,984	
Enforcement	1,052.0	0	5	4	2	16	2,013	654	551	158	24	22	47	25	8	8	3,468	
Corridor Enforcement	253.5	0	0	1	0	4	408	94	103	30	2	2	3	1	0	0	622	
Red Light Enforcement	72.0	0	0	0	0	1	8	1	39	8	1	0	59	24	0	0	123	
Total	2,886.0	78	39	17	23	44	3,129	873	2,260	290	91	64	189	52	13	12	8,512	

During Federal FY 2011 the NH Highway Safety Agency funded DWI-related overtime patrols with state, county, and local law enforcement agencies throughout the state, as well as a variety of enforcement patrols. In addition to DWI patrols, sobriety checkpoints, and statewide DWI Hunter Patrols, enforcement patrols included corridor efforts, and red light running.

FY 2011 NHTSA ATTITUDE SURVEY RESULTS

The University of New Hampshire Survey Center included the following NHTSA Attitude Survey questions in its July 2011 Granite State Poll. The major purpose of these questions was to assess attitudes about highway safety in New Hampshire. The Granite State Poll survey of five hundred sixteen (516) New Hampshire adults was conducted by telephone between June 21 and July 1, 2011.

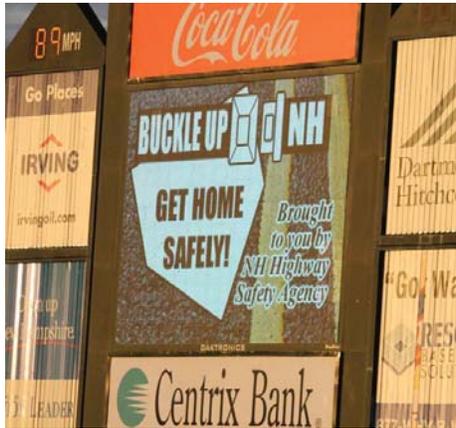
	Licensed in New Hampshire	Licensed in Other State	Not Licensed				Number Responding
1. Are you a licensed driver?	492 (95%)	8 (2%)	15 (3%)				516
IMPAIRED DRIVING							
2. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	No Times	1-5 Times	6-10 Times	Over 10 Times	Don't Know		Number Responding
	437 (87%)	56 (11%)	7 (1%)	1 (0%)	1 (0%)		503
3. In the past 30 days have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	No	Don't Know				Number Responding
	365 (71%)	144 (28)	6 (1%)				516
4. What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Most of the time	Half of the Time	Rarely	Never	Don't Know	Number Responding
	22 (4%)	94 (18%)	170 (33%)	209 (41%)	1 (0%)	19 (4%)	515
SEAT BELT USE							
5. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?	Always	Most of the Time	Half of the Time	Rarely	Never		Number Responding
	405 (79%)	39 (8%)	19 (4%)	27 (5%)	25 (5%)	1 (0%)	516
6. In the past 60 days have you read, seen or heard anything about seat belt law enforcement by police?	Yes	No	Don't Know				Number Responding
	121 (24%)	392 (76%)	1				514
7. What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know	Number Responding
	10 (2%)	26 (5%)	50 (10%)	220 (43%)	185 (36%)	20 (4%)	509
SPEEDING							
8. On a local road with a speed limit of 30 miles per hours, how often do you driver faster than 35 miles per hour?	Always	Most of the Time	Half of the Time	Rarely	Never	Don't Know	Number Responding
	33 (7%)	89 (18%)	110 (22%)	197 (39%)	71 (14%)	3 (10%)	503

9. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour?	Always	Most of the time	Half of the Time	Rarely	Never	Don't Know	Number Responding
	21 (4%)	69 (14%)	101 (20%)	173 (34%)	136 (27%)	3 (1%)	502
10. In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?	Yes	No	Don't Know				Number Responding
	234 (46%)	276 (54%)	4 (1%)				514
11. What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Most of the time	Half of the time	Rarely	Never	Don't Know	Number Responding
	13 (3%)	101 (20%)	178 (35%)	202 (39%)	11 (2%)	6 (1%)	511

Additional Information		Licensed in NH	Licensed in Other State	Not Licensed	Number Responding
<u>Sex of Respondent</u>	Male	247	3	6	256
	Female	245	5	9	260
<u>Age</u>	18 – 34	56	1	3	60
	35 – 49	121	2	1	125
	50 – 64	171	0	4	176
	65 – and older	121	5	6	132
<u>Education</u>	High school or less	105	2	9	116
	Technical school/some college	118	0	4	122
	College graduate	145	1	1	147
	Postgraduate work	120	5	0	125
<u>Income</u>	Less than \$30,000.	51	1	5	57
	\$30,000. - \$44,999.	24	0	1	25
	\$45,000. - \$59,999.	45	0	2	47
	\$60,000. - \$74,999.	44	0	0	44
	\$75,000. - \$99,999.	51	6	0	57
	\$100,000. or more	110	1	0	111
<u>Marital Status</u>	Married	334	3	0	338
	Divorced/Separated	92	4	8	104
	Never Married	64	1	5	70
<u>Years Lived in NH</u>	5 years or less	39	4	0	43
	6 – 10 years	28	2	2	32
	11 – 20 years	77	1	4	82
	20 or more years	336	1	9	346

PAID MEDIA SUMMARY

Section 402 Funds



Highway Safety Advertising Campaign (PM). A eighth-year contract enabled the NH Fisher Cats baseball team (a Double-A affiliate of the Toronto Blue Jays) to coordinate seat belt education activities presented during the 2011 home games played at the Fisher Cats Ballpark in Manchester, New Hampshire. The banner developed in 2004 carrying the “Buckle Up New Hampshire” message was displayed again in 2011. This 8 x 24 static mesh banner, located in right field, was displayed permanently during all home games and special events. The 8’ x 30’ sign with the “Buckle Up New Hampshire” message was displayed on the rotating, tri-vision concourse sign at the ball park entrance on the side of the Samuel Adams Bar and Grill at the main concourse. Displayed 20 times/hour during a 20-hour period, the message was viewed by fans attending

games and other events held at the field, as well as occupants of an estimated 60,000 vehicles that travel Interstate 293 on a daily basis. In addition, a highway safety trivia contest, a musical chair game, or a buckle up race where rows of fans race against each other to buckle a giant seat belt were featured during one between-inning period at each home game. Pre and post game NH Highway Safety Agency seat belt educational commercials were run on the video board featuring a Fisher Cats player who urged fans to buckle their seat belts and get home safely.

The NH Highway Safety Agency had a quarter-page advertisement in five (5) issues of the Fisher Cats Game Day Program, “The Inside Pitch”, available free to fans as they entered the ball park. The “Buckle Up NH” ad was also featured on the cover of the coupon booklet given to fans as they exited the stadium throughout the season.

During the 2011 season an all-time record of 392,000 fans passed through the stadium gates and were exposed to the various “Buckle Up New Hampshire” messages. This represents an average of 552 fans per game, a single game high of 8,417, and 21 standing-room only crowds. Fisher Cats were voted as “New Hampshire’s Favorite Family Sporting Event” by Parenting New Hampshire and the “Best Sporting Event To Bring Clients To” by New Hampshire Business Review.

A survey of Fisher Cats fans attending the home games revealed:

Age	<u>Under 18</u> 10%	<u>18-25 Years</u> 5%	<u>26-35 Years</u> 19.0%	<u>36-55 Years</u> 51.0	<u>56+</u> 15.0%
Gender	<u>Female</u> 48.0%	<u>Male</u> 52.0%			
Marital Status	<u>Married</u> 62.0%	<u>Single</u> 21.0%	<u>Other</u> 17.0%		
How many live in household?	<u>1-2</u> 40.0%	<u>3-4</u> 45.0%	<u>5 or more</u> 15.0%		
Annual Income	<u>Under \$50,000</u> 27.0%	<u>\$50,001-\$75,000</u> 20.0%	<u>\$75,001 or more</u> 24.0%	<u>No Response</u> 29.0%	
How many games did you attend in 2011 season?		<u>2</u> 20.0%	<u>2-5</u> 51.0%	<u>6+</u> 29.0%	

All Fisher Cat home games were aired live on the WGIR Fisher Cats Network on six (6) radio stations, and a :30-second commercial was aired. All games were also streamed live online. The :30-second message: “Last year 91 people lost their lives in motor vehicle crashes. 61 of those people were not wearing a seat belt. If those

individuals have been buckled, there's a good possibility that they would be with us today. The Fisher Cats and the New Hampshire Highway Safety Agency remind you to buckle up every time you get in a car. Get home safely! Please buckle up..."



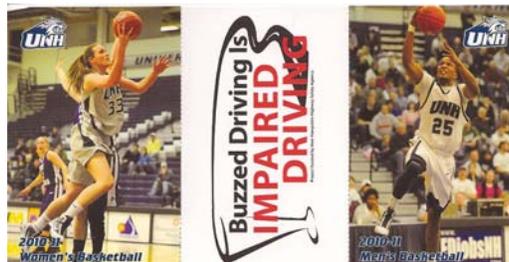
Alcohol in Relation to Highway Safety. During Fiscal Year 2011 the New Hampshire Highway Safety Agency expended \$31,500.00 in Section 402 funds that supported a contract with Wildcat Sports Properties at the University of New Hampshire to coordinate advertising activities dedicated to reducing impaired driving during football, and men's and women's hockey and basketball games.

Utilizing the "Buzzed Driving is Impaired Driving" logo, UNH Wildcat Sports utilized a 3' x 8' field sign displayed in Cowell Stadium (seating 6,500) displayed during three (3) home football games; a rink-level dasher board sign displayed at the Whittemore Center during 18 men's and 15 women's home hockey games, as well as over 92 high school and youth hockey games, concerts, and community activities representing over 65,000 fans; a 3' x 7' balcony banner displayed in Lundholm Gymnasium during 50 events including 12 men's and 13 women's home basketball games, as well as volleyball games (6), gymnastic (5) meets, and high school state basketball championships; two (2) impaired driving, 30-second network radio spots aired during the football (3) and all men's and women's hockey and basketball broadcasts on the Wildcat Sports Radio Network that includes seven (7) radio stations (62 events x 2 spots x 7 radio affiliates = 868 spots); an impaired driving message read by a member of the play-by-play radio team at the conclusion of the football, men's and women's hockey and basketball broadcasts on the Wildcat Sports Radio Network that includes seven (7) radio stations (62 events x 7 networks = 434 reads); an impaired driving message read by the public address announcer at the conclusion of the football game, men's and women's hockey and basketball home games; and an impaired driving message/logo included in the 2010-2011 UNH men's and women's basketball schedule cards distributed to attendees, as well as throughout the community.

UNH enrolls more than 14,000 students and is dedicated to becoming the most sustainable educational institution in the nation. The Wildcat fan base is the most loyal in the state—43 percent of the population reports having attended or listened to a college sporting event in the past 12 months.

Attendance and Demographics

Gender	<u>Female</u> 34.3%	<u>Male</u> 65.7%				
Age (years)	<u>18-24</u> 16.8%	<u>25-34</u> 15.9%	<u>35-44</u> 11.7%	<u>45-54</u> 31.4%	<u>55-64</u> 19.4%	<u>65+</u> 4.5%
Marital Status	<u>Married</u> 56.6%	<u>Not Married</u> 43.4%				
Education	<u>Not HS Graduate</u> 15.4%	<u>HS/Some College</u> 20.7%	<u>College Graduate</u> 46.3%	<u>Post Graduate/Degree</u> 17.2%		



SECTION 163 FUNDS

Following is a review of efforts supported with Section 163 funds for Federal Fiscal Years 1998-2005. Jointly administered by the NH Highway Safety Agency and the NH Department of Transportation (DOT), these funds are overseen/controlled by the DOT. On March 16, 2010, the NH Highway Safety Agency in a letter to the Regional Administrators of the Federal Highway Administration and the National Highway Traffic Safety Administration “withdrew its participation in selecting projects to utilize the available Section 163 funds.” Therefore, the Section 163 funds are now administered by the NH Department of Transportation.

Federal Fiscal Year 1998

The NH Highway Safety Agency and the NH Department of Transportation agreed that \$774,519.00 would be expended to improve the State’s collection of crash data at both the state and local level. To accomplish this the focus was placed on using the funds to equip each law enforcement agency in the state with a laptop computer and software. This would enable law enforcement agencies to provide accurate crash location data and for all crash information to be electronically compiled and transferred.

On December 1, 1999, a contract was approved with the Technology Transfer Center at the University of New Hampshire to oversee the purchase, training, and distribution of the laptops and software, including GPS equipment. Although the target date for distribution and training was set for early to mid-February 2000, the initial distribution and training did not occur until May 2, 2000.

Federal Fiscal Year 1999

New Hampshire received \$705,417.00 in Section 163 funds and allocated \$555,000.00 for Global Positioning Satellite equipment for police laptops and \$150,417.00 to inventory existing regulatory and guide signs on the State’s highway system. Using funds awarded in the first two years, the State contracted with the UNH Technology Transfer Center to purchase computer hardware (tough-book type laptops), develop crash reporting software, and provide training for the law enforcement community. A total of 220 GIS were purchased for local police departments and distributed by the Technology Transfer Center at the University of New Hampshire that also provided training and a helpdesk.

Federal Fiscal Year 2000

New Hampshire received \$857,902.00 in Section 163 funds. The initial plan was to allocate \$260,763.00 to the Public Health Laboratory, NH Department of Health and Human Services, for the purchase of chemistry analyzer equipment and to implement a Bar-coded Evidence Analysis Statistics and Tracking (BEAST) System. \$23,500.00 was made available for the bulk purchase of child passenger safety seats and bicycle helmets to be distributed as part of the Governor’s KIDS Cabinet initiatives. The remaining \$573,639.00 was to be used for continued enhancement of the collection and accuracy of crash data by purchasing Geographic Information Systems (GIS) software, additional laptop computers equipped with GPS, and to update computer systems that handle crash records. The chemistry analyzer equipment was purchased and is being used. Effective January 1, 2004, the Public Health Laboratory and specific equipment was transferred to the Forensic Laboratory within the Division of State Police. As a result, the funds allocated for the BEAST software are being used to purchase hardware and software to update the gas chromatograph/mass spectrometer equipment which greatly enhances the analysis of blood for the presence of alcohol and the ever-increasing number of drugs. Administrative issues prevented the purchase and distribution of child seats and bicycle helmets through the KIDS Cabinet initiative. Although, FHWA authorized the use for a portion of those funds for the purchase of a fleet vehicle for the NH Highway Safety Agency, state funds were used.

Federal Fiscal Year 2001

New Hampshire received \$667,927.00 in Section 163 funds that was used to support the following initiatives: Purchase of preliminary breath testing (PBT) devices and training for law enforcement agencies throughout the state. During the 2001 legislative session RSA 265:92-a was amended to allow police officers to administer preliminary breath tests in the field to determine probable cause for arresting an impaired driver. Working with

the Public Health Laboratory and the NH Police Standards & Training Council (PS&TC), guidelines and specifications were developed for the bulk purchase of a quantity of PBT devices to be awarded to local, county, and state law enforcement agencies. In December 2003, a total of 894 PBT devices and related equipment were purchased and distributed through a training process, to law enforcement agencies throughout the state. In FY 2008 PS&TC purchased an additional 354 PBTs that have been distributed to law enforcement agencies that did not have the devices or needed additional units.

Two (2) variable message boards were purchased for the Town of Milford for use at either end of Route 101 which has an extremely high crash rate. The message boards are providing a means of conveying safety messages/warnings to the motoring public.

Hardware and software for installation of photographic and forensic crash reconstruction equipment was purchased for use by the NH State Police. This equipment allows for the quick and accurate collection of information and photographs at a crash scene that can later be used by in-house reconstruction specialists.

The balance, along with prior year funds, has been used to refine the state's efforts to collect accurate crash data. Prior year Section 163 funds were used to purchase laptop computers, software, and Global Positioning Satellite (GPS) equipment for the law enforcement community. This effort includes continued training and hardware and software support; the addition of magnetic strip and barcode number readers that will allow for the automatic entry of license and registration information into the laptop computers; and the development of electronic data transfer to enable the transfer of information from local police departments to the NH Departments of Transportation and Safety.

Federal Fiscal Year 2002

New Hampshire received \$728,215.00 in Section 163 funds which are being used to continue to improve the state's efforts to collect and utilize accurate crash data. \$85,000.00 was paid to a contractor to conduct a needs assessment used to develop the footprint and develop an RFP to hire a contractor(s) to accomplish the goal of collecting, analyzing, and sharing traffic records in a timely fashion. The RFP to hire a contractor to carry out elements contained in the assessment conducted by Bearing Point Communications was submitted to the State Office of Information Technology (OIT) for review and approval. However, OIT approval was never received. Subsequently a contract was approved with UNH to design a program using the CAR 54 technology.

Federal Fiscal Year 2003

New Hampshire received \$495,132.00 in Section 163 funds that have been allocated to the following initiatives:

Purchase additional preliminary breath testing (PBT) devices and provide training for use in the district and superior courts, county jails, and law enforcement agencies. As the result of a survey of law enforcement agencies regarding their use of the devices and the need for additional pieces, an additional 350 devices were purchased and distributed. The \$37,000 currently available will be used to purchase additional PBTs in FY 2010.

Mile marker signs were purchased that assist efforts to improve emergency response and incident management. The markers help locate crashes enabling emergency responders to decrease response time and reduce the occurrence of multiple jurisdiction responses. The signs have been installed or placed on I-93 and I-293 in Manchester and along NH Route 101 between Manchester and the Seacoast.

State funds were used to purchase variable message boards mounted on trucks equipped with attenuator systems. These boards provide an additional measure of safety for the traveling public in highway work or crash zones.

In an effort to combat an apparent rise in pedestrian fatalities, the NH Department of Transportation purchased and made available pedestrian crosswalk signs to communities (on a matching basis).

State funds were used to purchase portable signal trailers for incident management and work zone safety. The trailers are easily transported to sites to provide traffic control for safety of motorists.

The NH Department of Transportation used a portion of the funds to conduct a paid media campaign. Through a contract with the New Hampshire Broadcasters Association, two 30-second radio spots were created and aired on the majority of radio stations in the state. The “Voices of Transportation; Work Zone Safety” campaign featured state employees and delivered a message calling for motorists to drive safely in work zones.

Federal Fiscal Year 2004

New Hampshire received \$419,115.00 in Section 163 Funds that have been allocated to the following initiatives:

Outreach and education programs included a contract with the NH Broadcasters Association for the airing of radio public service announcements regarding highway, motorcycle, and pedestrian safety.

Funds also allowed for the bulk purchase of a supply of “Brake For Moose. It Could Save Your Life” bumper stickers for distribution by the NH Fish and Game.

It has been determined it is not feasible to purchase and install pavement-embedded crosswalk lights to assist vehicle operators in recognizing pedestrian crosswalks especially during hours of darkness.

The Department of Transportation purchased portable message boards that are used for Intelligent Transportation Systems initiatives, special events, and to assist in implementing incident management plans.

The Department of Transportation purchased speed display/traffic recorder trailers that are effective in obtaining traffic operation data and reducing motorist speeds and enhancing safety for the traveling public.

Portable scales were purchased for the Bureau of Highway Patrol, NH Department of Safety, for use during commercial truck enforcement activities.

Federal Fiscal Year 2005

New Hampshire received \$371,756.00 in Section 163 funds that have been allocated to the following initiatives:

Outreach and education initiatives included a contract with the NH Broadcasters Association to air radio public service announcements regarding work zone, motorcycle and seat belt safety.

Through the efforts of the NH Department of Transportation and the Moose Safety Committee an 8-10 minute educational CD about highway safety and wildlife (i.e. moose, deer, bears) was produced. In 2009 a total of 1,050 CDs were purchased and distributed to 273 driver education instructors, 267 public officials and citizens, and the balance will be distributed during the upcoming year.

The NH Department of Transportation is researching purchase of an incident management truck for the I-93 corridor that will be equipped with a Dynamic Message Board, traffic cones, and other traffic control channelization devices to help control the scene and prevent secondary crashes resulting from the initial incident.

School zone traffic beacons were purchased to meet the MUTCD standards for lens size and breakaway post mounts.

The Department of Transportation upgraded intersection-warning beacons to meet the new MUTCD standard by increasing lens size from 8” to 12”. The larger lenses give motorists a better indication of the school zones.

Efforts continue to enhance the collection and accuracy of crash data in New Hampshire. Meeting on a regular basis, the Traffic Crash Report Sub-committee and the UNH Research Computing Center completed a comprehensive crash data needs analysis and produced the updated standard Uniform Police Traffic Crash report form for use by the state’s law enforcement community. The revised form includes elements that are current with the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. Efforts will continue on this multi-phase initiative to expedite the capture of crash data that will improve safety on the roadways through the sharing of information for effective analysis and program development.

During the week of April 15, 2008, Ledge Light Technologies conducted the comprehensive traffic records assessment to determine if the state's "Traffic Records System is capable of supporting management's needs to identify . . . highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for effectiveness." This assessment was a key element in the State of New Hampshire being awarded Section 408 Year Two grant funds (\$500,000.00).

FISCAL OVERVIEW

Type of Funds	Federal Funds Expended	Total Federal Funds Expended
Section 402 Funds		
Occupant Protection	\$465,627.06	
Alcohol	252,292.75	
Police Traffic Services	226,687.00	
Speed Control	526,247.64	
Traffic Records	41,653.81	
Emergency Medical Services	9,000.00	
Pedestrian/Bicycle Safety	48,629.64	
Motorcycle Safety	3,046.50	
School Bus Safety		
Roadway Safety	15,122.29	
Planning & Administration	176,152.50	
Paid Media-Occupant Protection	42,000.00	
Paid Media-Alcohol	31,500.00	
Paid Media-Police Traffic Services		
Paid Media-Pedestrian/ Bicycle		
Paid Media-Motorcycle		
Total 402		\$1,837,959.19
Section 2010 Motorcycle	20,849.99	
Section 410 Alcohol	519,477.13	
Section 411 Data	202,137.47	
Total Federal Highway Safety Funds		\$2,580,423.78