NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

TRIENNIAL HIGHWAY SAFETY PLAN

2024 – 2025 – 2026

NH OFFICE OF HIGHWAY SAFETY

Contents

2024 – 2026 Triennial Highway Safety Plan

Highway Safety Plan - Processes and Data

Planning Process

New Hampshire's Office of Highway Safety (NH OHS) implements a comprehensive highway safety planning process. In addition to statewide crash analysis, the NH OHS also utilizes self-reported local crash and population data from local and county law enforcement agencies that apply for funding to support overtime enforcement. NH OHS conducts problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient highway safety plan. These measures are then used to develop countermeasure strategies and planned activities for the distribution of federal funds. In 2023, the NH OHS adopted the Safe System and National Roadway Safety Strategy approach to utilize all FHWA performance measures.

As part of improving our process to include more innovative highway safety partners in FFY 2023 thru FFY 2026, the NH OHS will continue to provide funding and enhancements to the Community Outreach and Betterment (COB) program. This program is providing important highway safety presentations to underserved and marginalized communities as part of our educational outreach efforts. With the implementation of this program, the NH OHS is proud to comply and be a partner with the Federal Government's Executive Order that states: *"The Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985) pursues a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality."*

The NH OHS will continue to conduct a preliminary review and analysis of crash data and select agencies to participate in traffic enforcement initiatives as well as all national campaigns. The NH OHS will review each grant application and data to include current activities, past performance, the potential grantee's ability to perform the activities as well as stops per hour, DUI or other traffic arrests, traffic counts, and location in relation to the potential for enforcement on a high crash corridors. Other relevant highway safety information is gathered and analyzed to identify behavioral trends.

Non-enforcement grants that may be funded by the NH OHS may include media messaging, education, outreach, etc. Crash, fatality data and other data sources, will be reviewed to identify highway safety problems needing to be improved. Factors to be considered to justify highway safety funding of non- enforcement grants may include, location, gender, age, demographics, causation, etc. Grant applications and proposals submitted in response to requests for proposals (RFP's) are reviewed by the NH OHS to determine if the proposed

solution identified in these documents would improve highway safety concerns. If so, a grant agreement (for state agencies or select organizations), a cooperative agreement (for university system partners), or a P-37 (for outside vendors), would be constructed to improve highway safety concerns. In 2023, feedback from the public during listening sessions conducted will also be used to determine highway safety concerns and the types of grants that may be considered for funding that may support both enforcement grants and non-enforcement grants.

As NH OHS uses a data driven approach to funding, each applicant was asked to describe their community's traffic safety problems along with when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (impaired driving, speeding, distraction, red light violations, etc.) and any other relevant information that may be specific to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges, etc.). In addition, the NH OHS has worked with NH DOT to provide and identify traffic counts, fatal crash mapping, and tier corridors (roadways with highest traffic crashes and traffic activity). Once all that information has been gathered and reviewed, NH OHS staff will conduct a meeting (s) to develop a methodology using all information that would provide consistency to funding communities of similar size, crash numbers, etc. A final review of grant applications to determine the appropriate amount of funding allocated to each community will be done to ensure accuracy before a grant is constructed.

There are many data sources that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues (see page 4. "Analyzed Data").

Data Sources

Data Sources for Analyzing Highway Safety Problems

The State of New Hampshire has various data sources that contribute to forming problem identification and project and/or program evaluation. The preponderance of data originates from New Hampshire DMV's VISION Crash Records Management System (CRMS), which includes law enforcement (State, Local and County) agency MMUCC 4/5 compliant crash reports or form DSMV-400 for noncommercial vehicles and DSMV- 161 for commercial vehicles. The New Hampshire Department of Safety Office of Highway Safety followed a planning process when developing the 2024-2026 Triennial Highway Safety Plan by gathering data from various sources to determine what highway safety issues are trending (within one-year and five-year periods) within locations of the state (Towns, Cities, Municipalities, Counties, etc.).

List/Table of Information and Data Sources

The following data sources are used to gather important data to analyze as part of the 2024-2026 planning process:

- NHTSA and New Hampshire Department of Safety, Division of Motor Vehicles Fatality Analysis Reporting Systems (FARS) - fatalities and fatal crashes.
- New Hampshire Department of Safety, Division of Motor Vehicles (DMV) Crash Data System (Vision) - crash data/serious injury.
- New Hampshire Department of Safety Office of Highway Safety GIS database - motor vehicle/enforcement data (arrest, citation, warning, stops, etc.)
- New Hampshire Department of Safety Data Analyst - crash data/serious injury.
- New Hampshire Department of Safety Emergency Medical Services/Fire Standards - EMS related data.
- New Hampshire Department of Health and Human Services – Crash and related data/Data Portal - https://wisdom.dhhs.nh.gov/wisdom/topics.html?topic=motor-vehicle-crash-injuries
- New Hampshire Administrative Office of the Courts – citation data/impaired recidivism data (drug courts, etc.)
- New Hampshire Department of Transportation - traffic counts of New Hampshire roads.
- New Hampshire Police Departments - fatality, serious injury, population, crash, etc.
- New Hampshire Demographics (population structure, gender, age groups, age distribution, urbanization, ethnicity, etc.) - https://www.citypopulation.de/en/usa/admin/NH__new_hampshire/
- New Hampshire Economic Conditions - https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf
- FHWA Highway Statistics - Vehicle Miles Traveled (VMT), licensed drivers, and road miles.
- University of New Hampshire - seat belt use and attitude survey data.
- Injury Prevention Center at Dartmouth - seat belt, teen driver, child passenger safety data
- USDA Economic Research Service - https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf

Analyzed Data

To help determine where funding could be most effective, the New Hampshire Office of Highway Safety works collaboratively with our partners (State, County, and Local, etc.) during

the planning process to develop appropriate countermeasures and planned activities. This partnership assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data is analyzed as part of the planning process to determine highway safety challenges/problems:

1. Fatalities
2. Crashes
3. Serious injury
4. Population
5. Gender
6. Age
7. Age distribution
8. Demographics
9. Roadway traffic counts
10. Seat belt usage rate
11. High traffic corridors
12. Attitude surveys
13. Causation
14. Roadway design
15. Time
16. Urbanization
17. Ethnicity
18. Location (geospatial information)
19. Enforcement
20. Judicial
21. Census

The New Hampshire Department of Safety, Office of Highway Safety, the Division of Motor Vehicles, and the New Hampshire Department of Transportation have worked collaboratively to ensure performance targets are identical for fatalities, serious injury, and fatalities per 100 million Vehicle Miles Traveled (VMT) within New Hampshire's Triennial Plan, Highway Safety Plan (HSP), the Highway Safety Improvement Plan (HSIP), and the Strategic Highway Safety Plan (SHSP). The NH OHS has also been working with the Department of Safety Division of Motor Vehicles, State Police, and Local Police Departments to increase the number of local police departments that are submitting crash data electronically to the Division of Motor Vehicle VISION crash records management system. This will ensure more timely, accurate, and complete crash data in the future to better identify highway safety problems that will provide evidence-based data to support countermeasure strategies. Once all law enforcement agencies are submitting data electronically and in a timely manner, it is a goal of the Office of Highway Safety to have "real time" mapping developed to be able to see where highway safety problems are occurring within the state to deploy resources to address these issues. Important serious injury and fatality data from 2017 through 2023 was analyzed to identify highway safety

problem areas in the development of the FFY 2024 thru FFY 2026 Triennial Plan and Highway Safety Plan.

DATA TYPE	DATA SET	SOURCE/OWNER	YEARS EXAMINED
Fatality & Injury	- FARS - NH Crash Data System - NH Trauma & EMS Information System (NH TEMSIS)	- NHTSA - NH Department of Safety Crash Data Unit - NH Emergency Medical System (EMS)	2017 to 2023
Violations	- NH Citation Data	- NH Division of Motor Vehicles - NH Department of Safety - NH Office of Highway Safety	2017 to 2023
Seat Belt Use	- UNH Seat Belt Survey	- University of New Hampshire	2017 to 2023
Licensed Drivers, Registrations & Vehicle Miles Traveled (VMT)	- Highway Statistics	- NH Division of Motor Vehicles - NH Department of Transportation - US Census Bureau	2017 to 2023
Operating Under the Influence	- Crime Statistics	- NH Department of Motor Vehicles	2017 to 2023

Problem Identification Process

How were NH's traffic safety problems identified?

Problem identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners as well as an ongoing review of the fatality and crash data as it becomes available.

In addition, the NH OHS reviews traffic fatality and crash data provided to us by the NH State Police and the Fatality Analysis Reporting System (FARS) housed within the Division of Motor Vehicles (DMV). Additional data provided by the DMV, NH Department of Transportation (DOT), Fire Standards and Training/Emergency Medical Services, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), traffic summons/warnings, annual seatbelt survey, behavioral attitude survey, as well as Vehicle Miles Traveled (VMT), allow for a detailed analysis. Included in this analysis are other data sets such as the number of licensed drivers by category, number of motor vehicles and motorcycles registered in the state, population, miles driven, and injury data. All of which have the potential to affect highway safety in New Hampshire.

The State of New Hampshire, a small state in the Northeast Contiguous United States (New England), is bordered by Canada (N), Maine (E), the Atlantic Ocean (SE), Massachusetts (S) and Vermont (W). From North to South, New Hampshire stretches 159 miles; from East to West, 69 miles. In 2020, the U.S. Census Bureau announced New Hampshire's population was 1,377,529 on April 1, 2020, compared to 1,316,470 in the 2010 Census, an increase of 61,059 people or 4.6%. NH has a landmass of 9,304 square miles which results in a population density of 141.82 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 22 unincorporated places. Approximately Sixty-four (64) percent of the population (874,418) resides in the three counties of Hillsborough, Merrimack, and Rockingham, all of which are located, in the southern half of the State. These three counties cover 2,574 square miles resulting in a population density of 327 people per square mile-more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated, with approximately 115,664 and 91,322 residents, respectively. Approximately 93.7 percent of the population is White/Caucasian, while the remaining 6.3 percent represents all other populations (Black/African American, Indian, Asian, Hispanic, and all others). According to current data compiled by the ETC Explorer of the 1.4 million people residing in State of New Hampshire 35% live in disadvantaged census tracts. The three most diverse communities within New Hampshire are Manchester, Nashua, and Concord. As of 2021 Manchester has 115,664 people with 9.3% of its population living in poverty. Manchester's racial/ethnic groups are White (74.9%) followed by Hispanic (11.0%) and Black (5.3%). As of 2021 Nashua has 91,322 people with 6.0% of its population living in poverty. Nashua's racial/ethnic groups are White (73.2%) followed by Hispanic (13.2%) and Asian (8.0%). As of 2021 Concord has 44,503 people with 3.8 of its population living in poverty. Concord's racial/ethnic groups are White (86.1%) followed by Asian (3.9%) and Hispanic (3.8%).

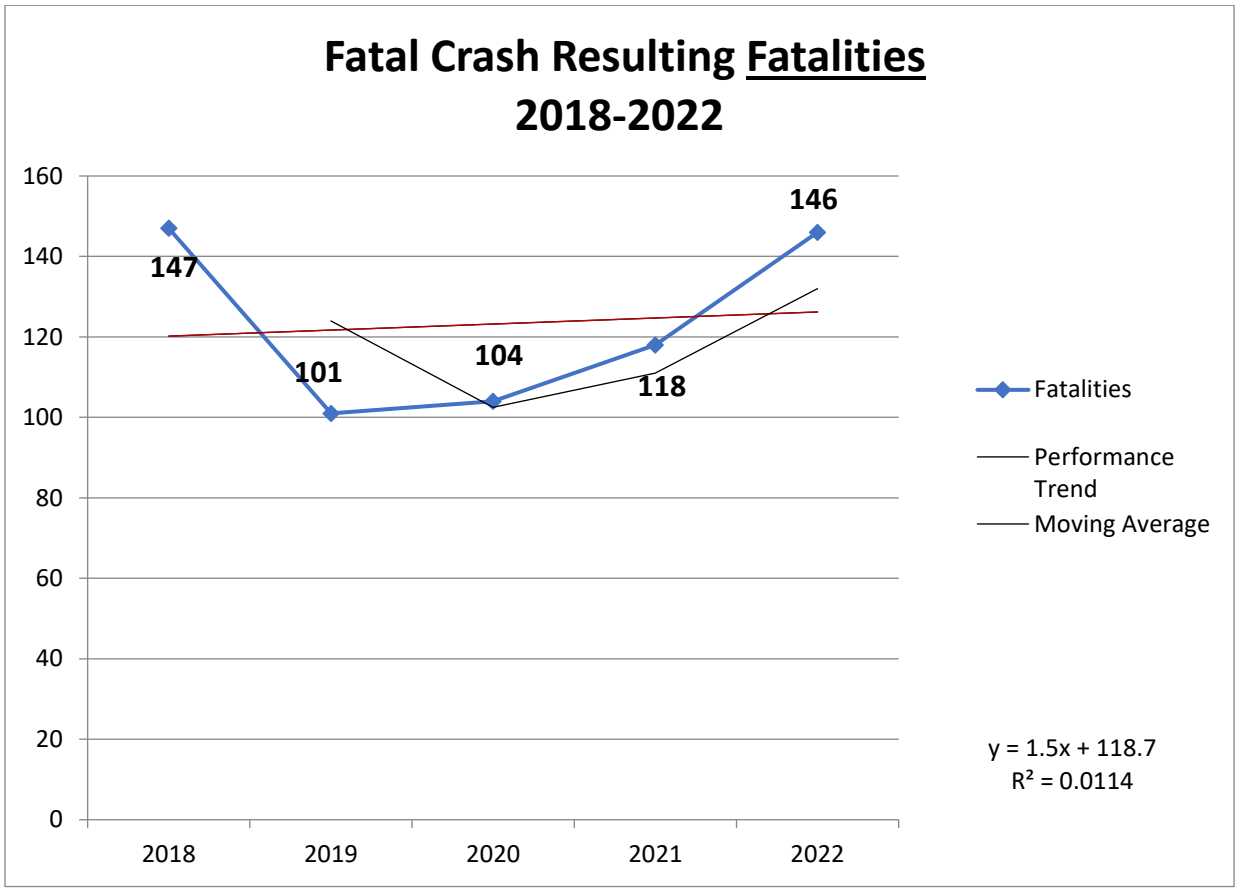
According to the NH Department of Transportation, the New Hampshire public road system consists of 16,622 miles of roads (classified under RSA 229:5). The State Highway System has 4,603 miles of highways. City and town-maintained roads total 12,019 miles and include compact roads and Class IV compact roads totaling 303 miles. This system includes Interstates, Turnpikes, numbered highways, non-numbered highways, traffic circles, ramps, and recreational roads.

In 2022, there were approximately 1,621,379 NH registered vehicles (including 210,697 trailers) and 78,947 NH registered motorcycles and 1,175,277 NH licensed drivers.

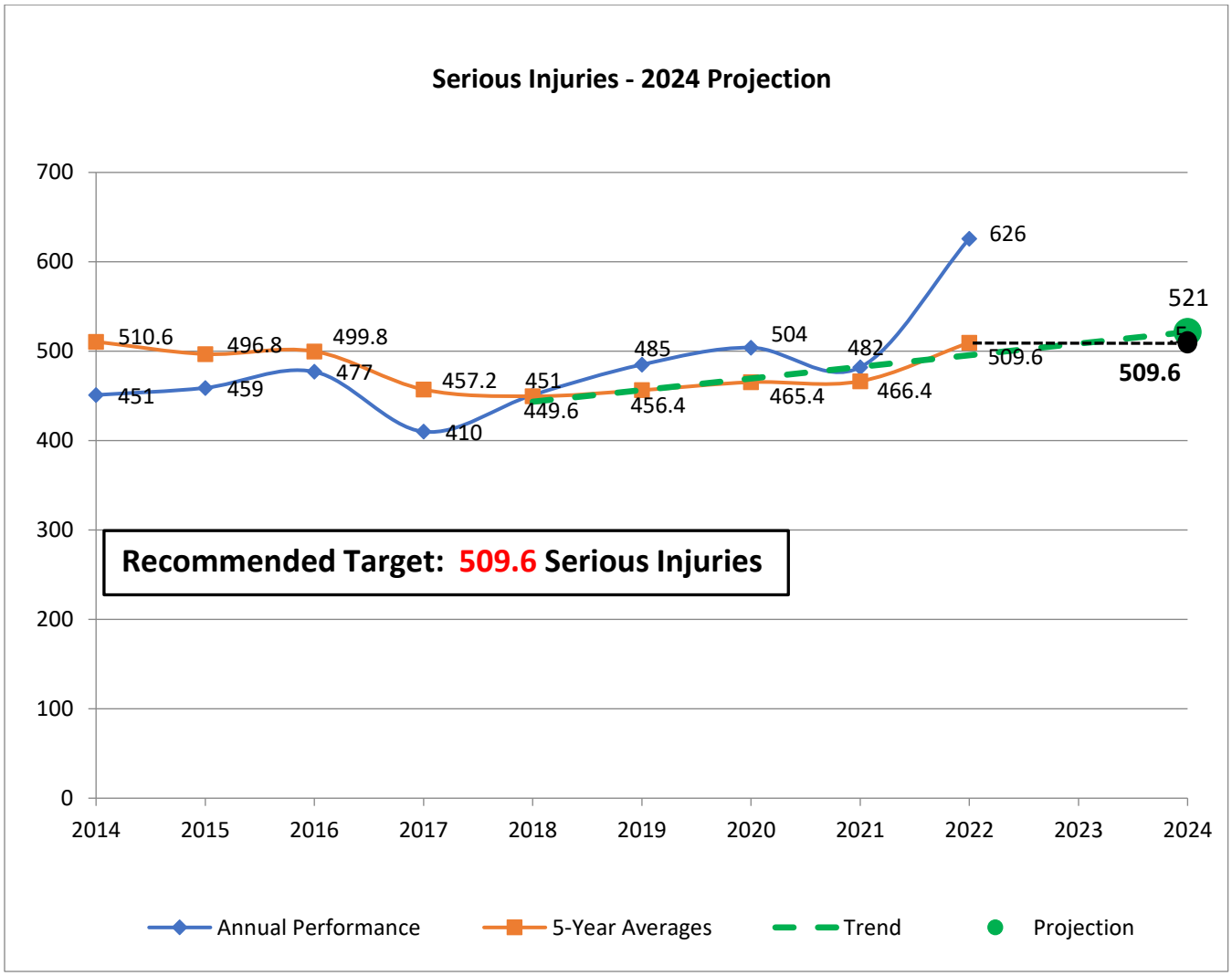
In 2021, there were 40,945 speeding citations and 247 seat belt citations issued and 3,975 impaired driving arrests made (grant and non-grant related activity) statewide. New Hampshire had 28,092 total crashes reported, of that 106 were fatal crashes with 118 persons killed. 51 of these fatalities were speed related.

In 2022, New Hampshire had 137 fatal crashes with 146 persons killed. 48 of these fatalities were speed related and 39 were alcohol related. Also, 56 of the 2022 fatalities were unrestrained. The non-use of restraints has historically been a challenge in reducing fatalities in NH (NH is the only state in the country that does not have an adult seat belt law). That struggle continues to date. In 2022, the seat belt usage rate increased to 75.7% from 2021 75.5% but is the lowest in the country. As noted in the chart provided below, the primary seatbelt law for occupants under age 18 seems to be working as unrestrained fatalities decreased in the 16-20 age group (2017-2021). However, in the 35-54 age group, in 2021, unrestrained fatalities increased substantially supporting evidence that there continues to be a need to educate, message, and develop a seatbelt law for all occupants. In 2022, fatalities occurred in Hillsborough (28), Rockingham (20), Strafford (18), Merrimack (20), Grafton (12), Carroll (12), Cheshire (4), Coos (5), Belknap (9), and Sullivan (9). Additionally, it is noted that historically, these crashes occur in the three most populated counties (Hillsborough, Merrimack, and Rockingham) located in the southern tier of the State. The following charts, graphs, and data are provided below and are reviewed to determine where funding should be allocated.

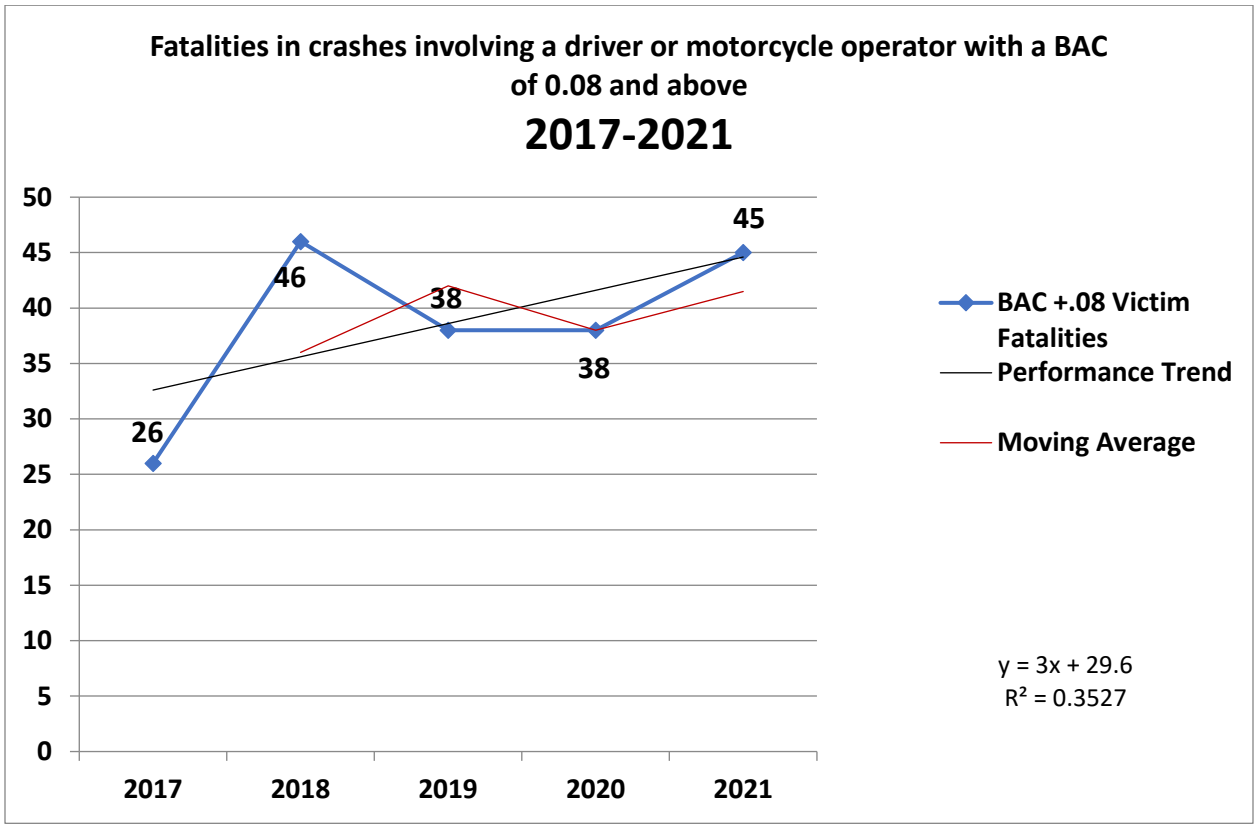
Fatal Crash Data



Serious Injury



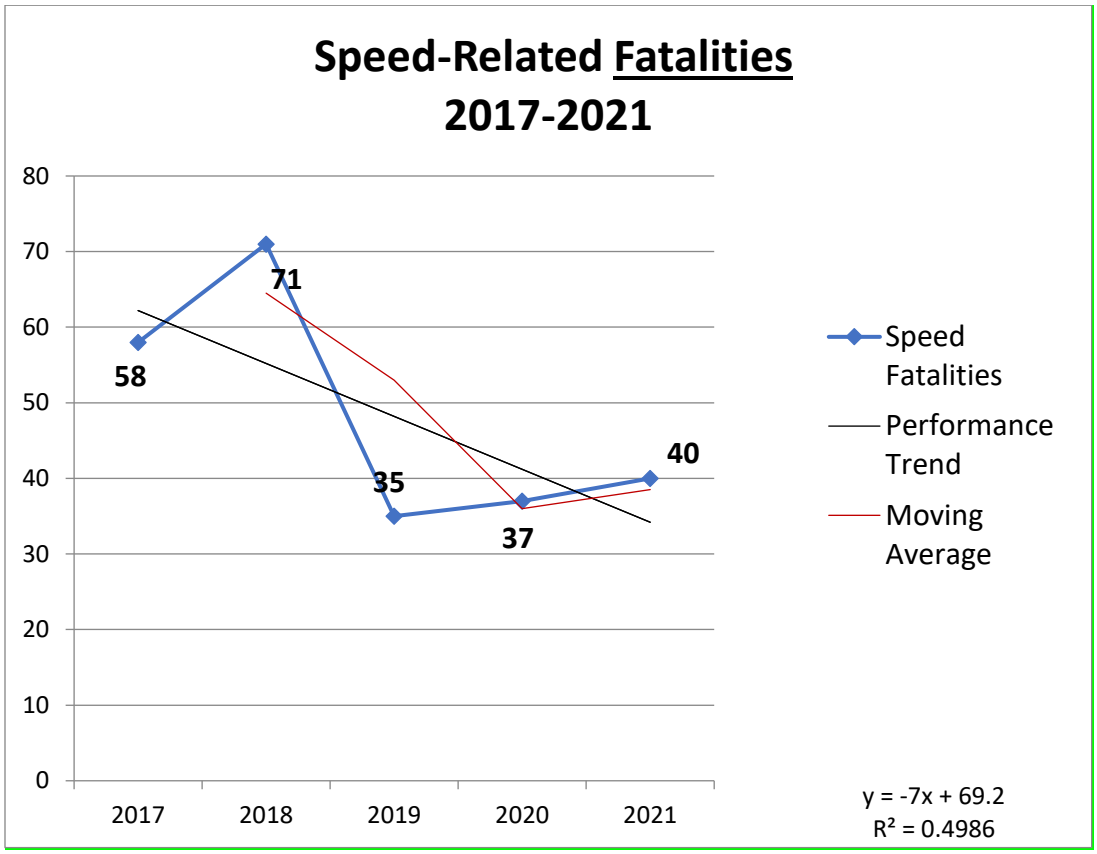
Alcohol-Impaired Victim Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates how many alcohol-impaired fatalities have occurred (.08 and above) from 2017 thru 2021.

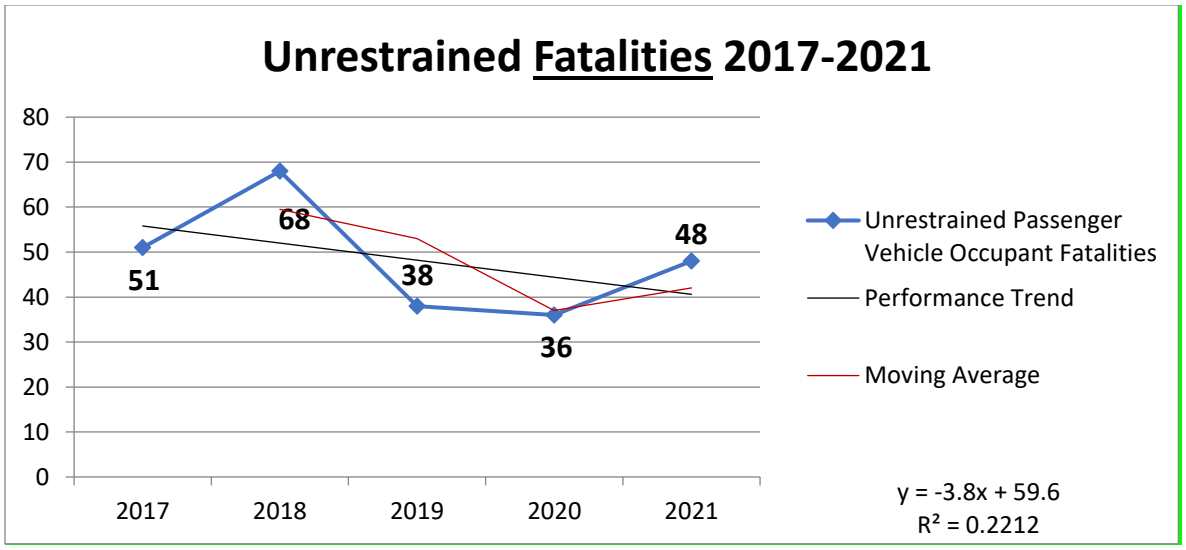
Speed-Related Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of speed-related fatalities from 2017 thru 2021.

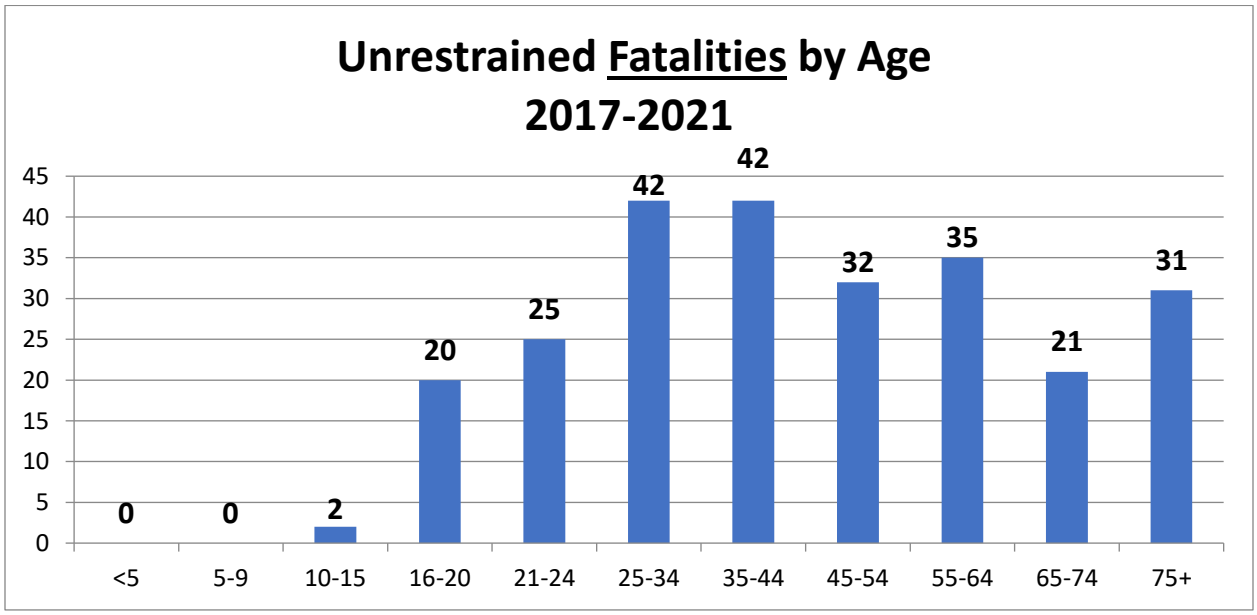
Unrestrained Fatalities



Source: STSI (2018-2022 data unavailable)

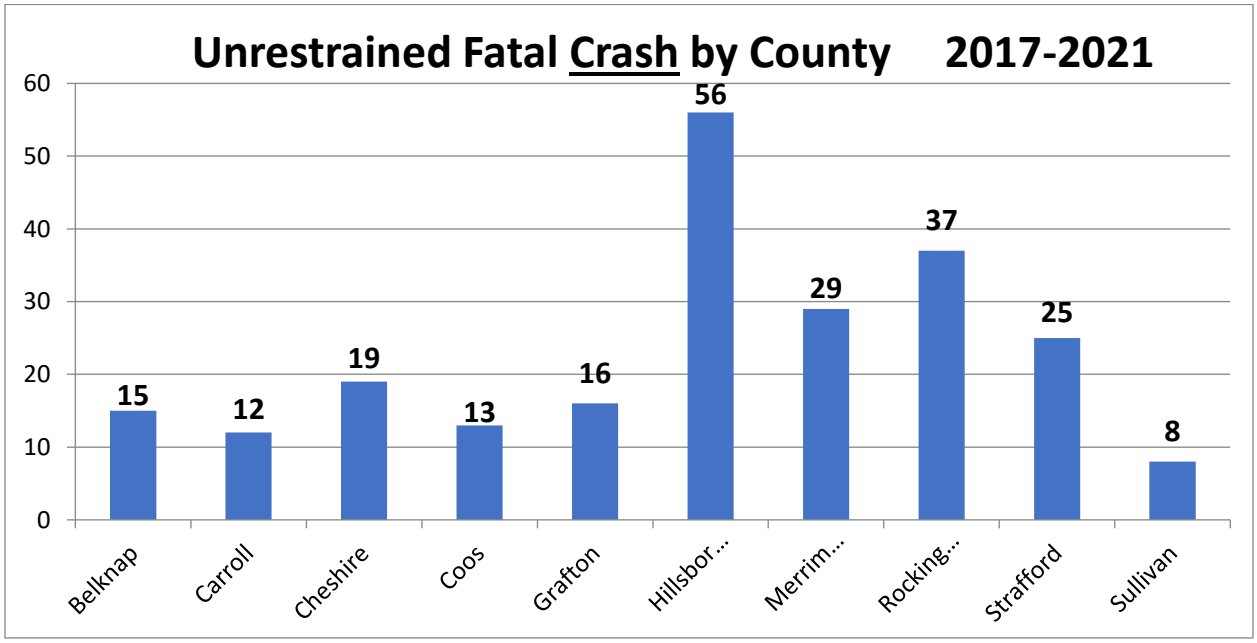
This chart demonstrates the number of unrestrained fatalities from 2017 thru 2021.

Unrestrained Fatalities by Age



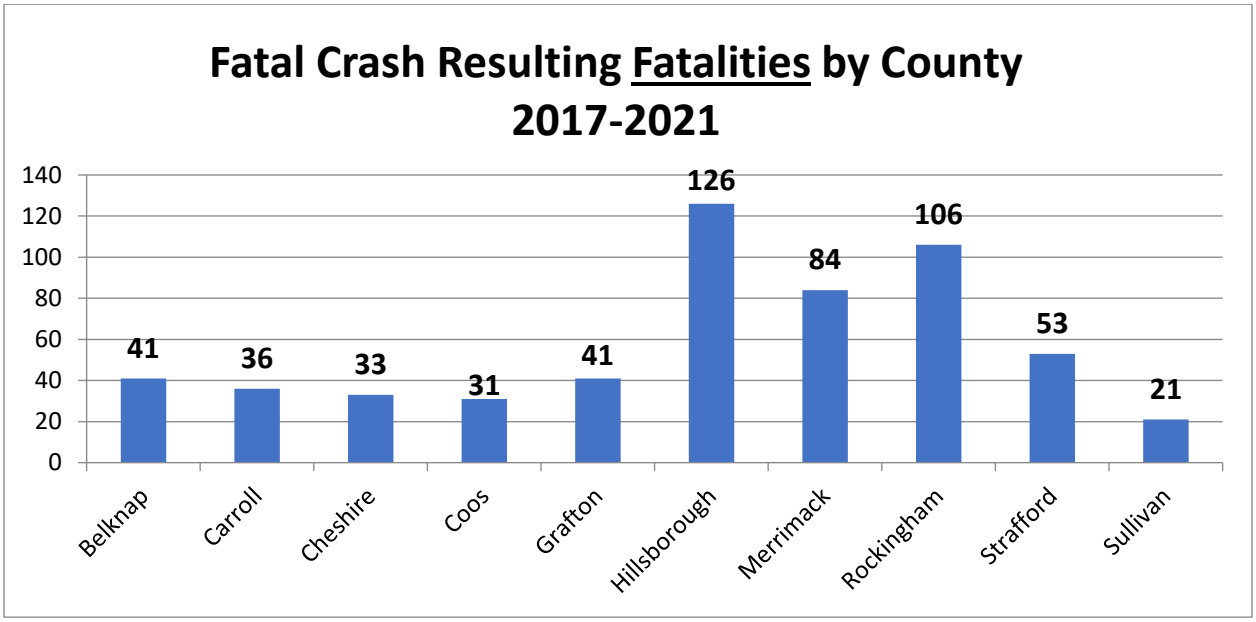
This chart demonstrates that unrestrained fatalities continue to be of concern within all age groups but more so within the 25-44 age group, the 45-64 age group, and 75+ age group. 2022 data is not available.

Unrestrained Fatal Crash by County



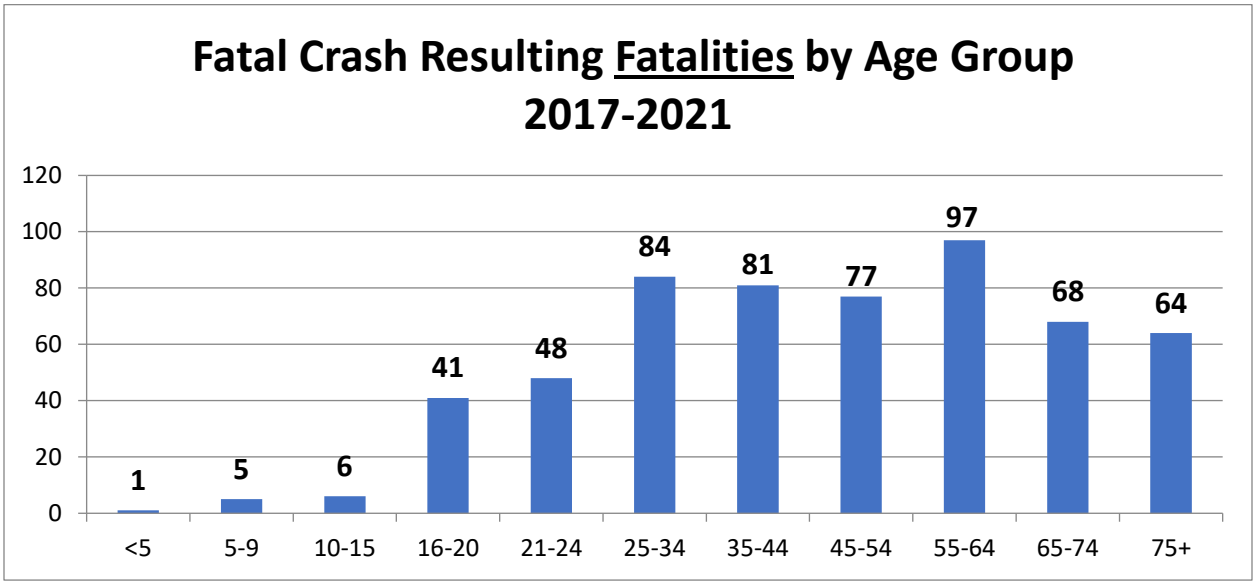
This chart represents the unrestrained fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack, and Strafford). 2022 data is not available.

Fatal Crash Resulting Fatalities by County



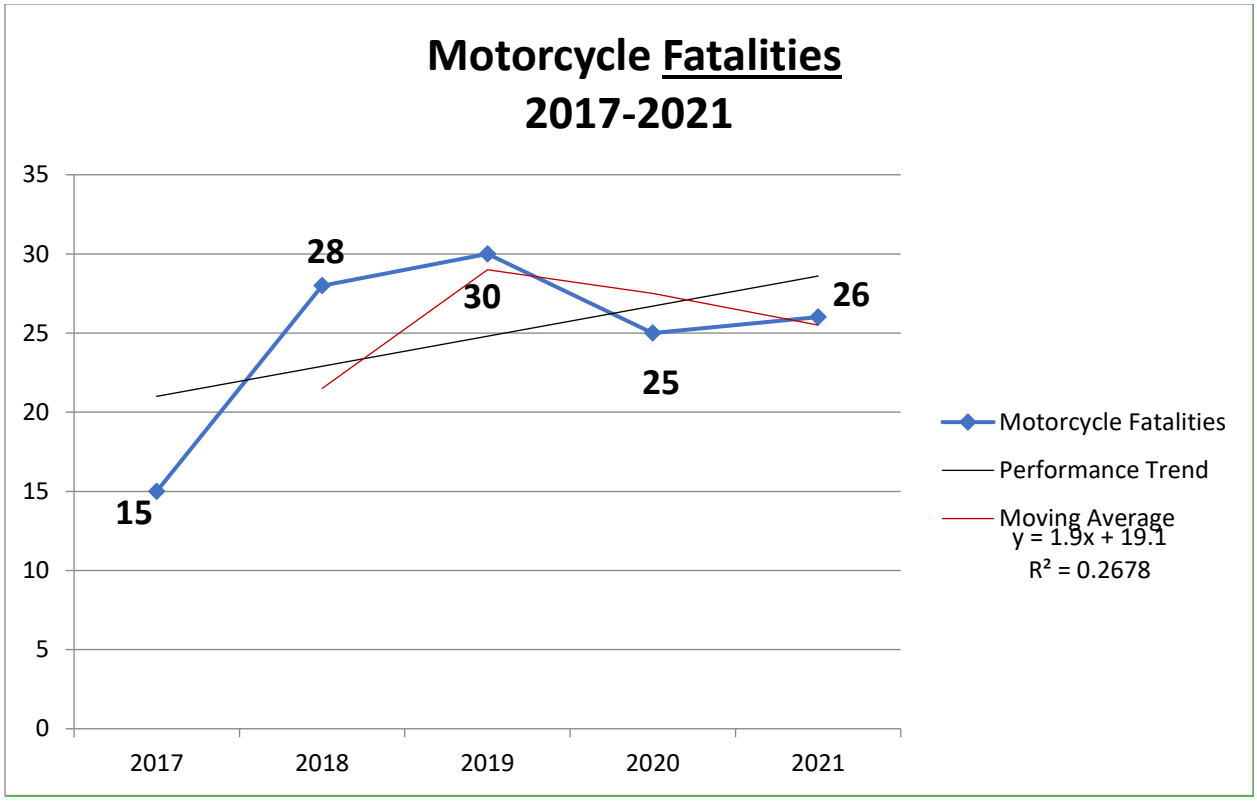
This chart represents the fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack, and Strafford).

Fatal Crash Resulting Fatalities by Age Group



This chart demonstrates that fatalities continue to be of concern within all age groups but more so within the 16-24 age group, the 25-54 age group, the 55-64 age group, and the 65-75+ age group. 2022 data is not available.

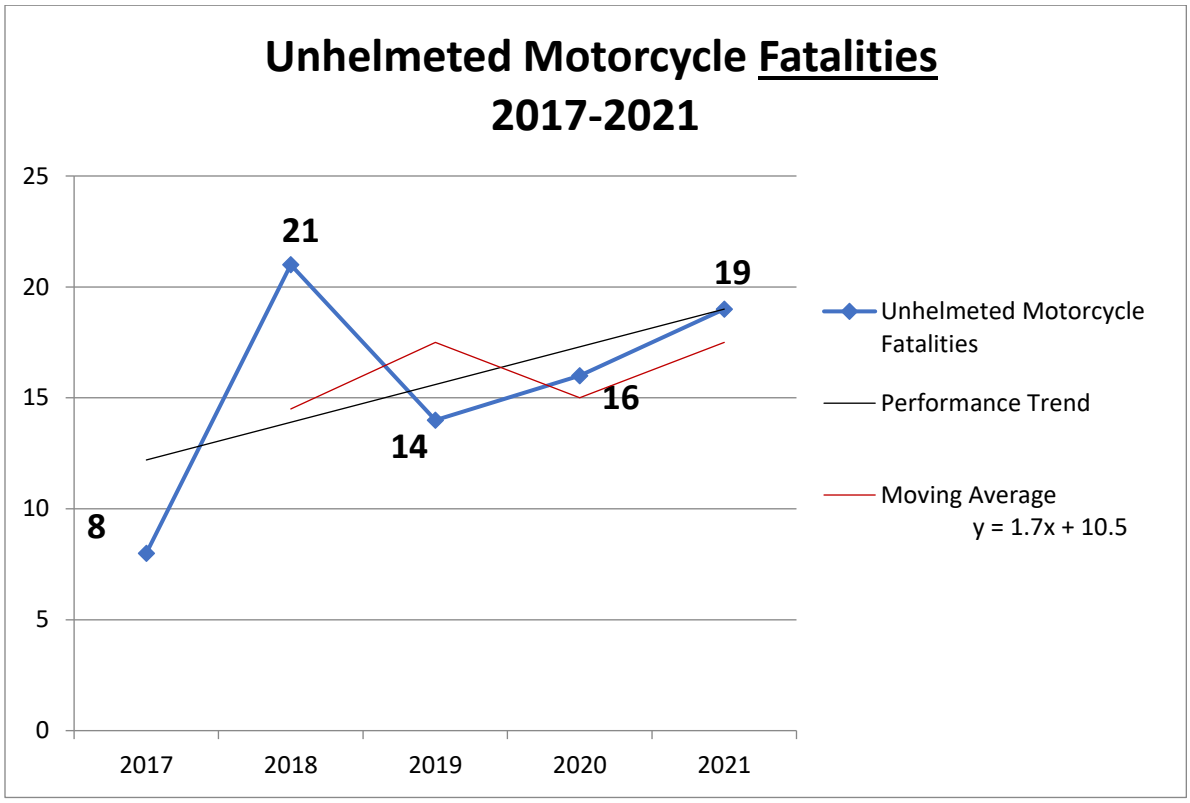
Motorcycle Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of motorcycle fatalities from 2017 thru 2021.

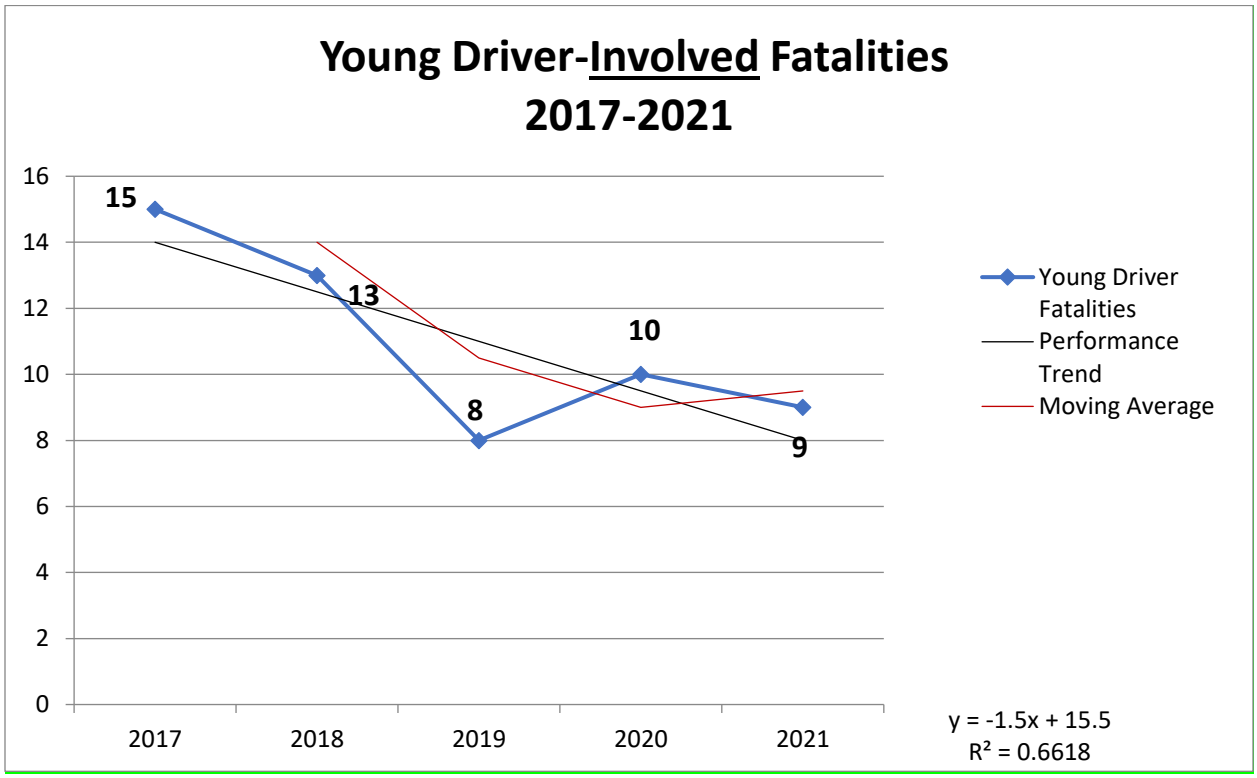
Unhelmeted Motorcycle Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of unhelmeted motorcycle fatalities from 2017 thru 2021.

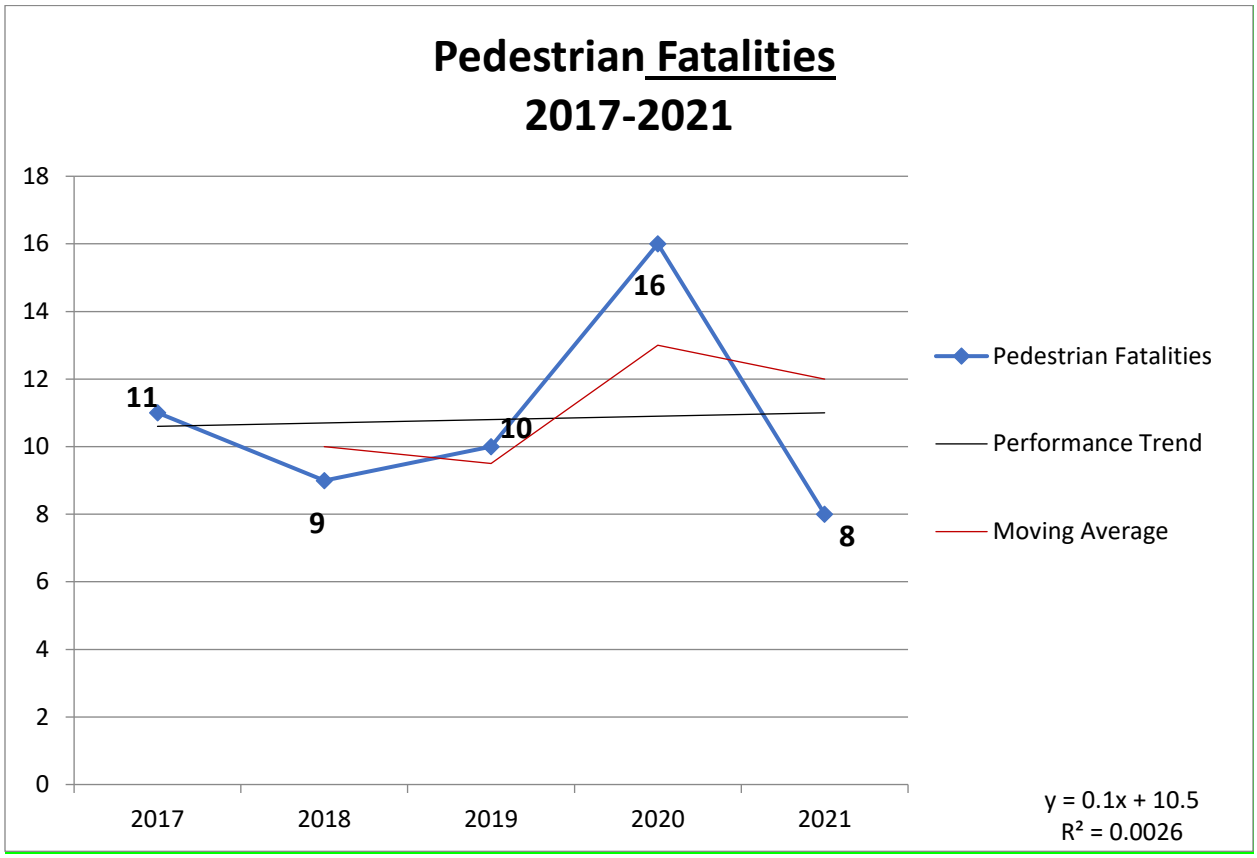
Young Driver Involved Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of young driver fatalities from 2017 thru 2021.

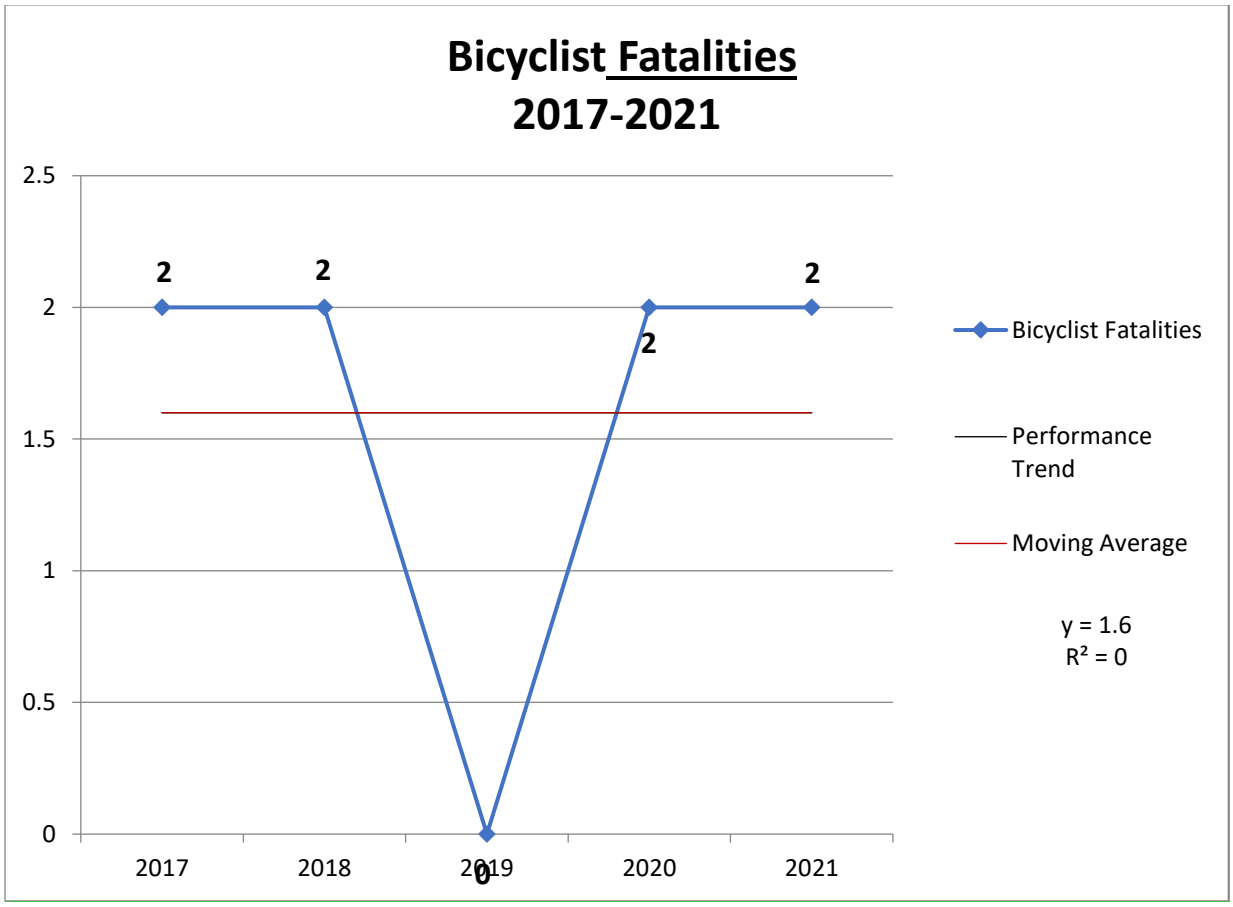
Pedestrian Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of pedestrian fatalities from 2017 thru 2021.

Bicyclist Fatalities



Source: STSI (2018-2022 data unavailable)

This chart demonstrates the number of bicyclist fatalities from 2017 thru 2021.

Non-Fatal Crash Data

By NHTSA Definition:

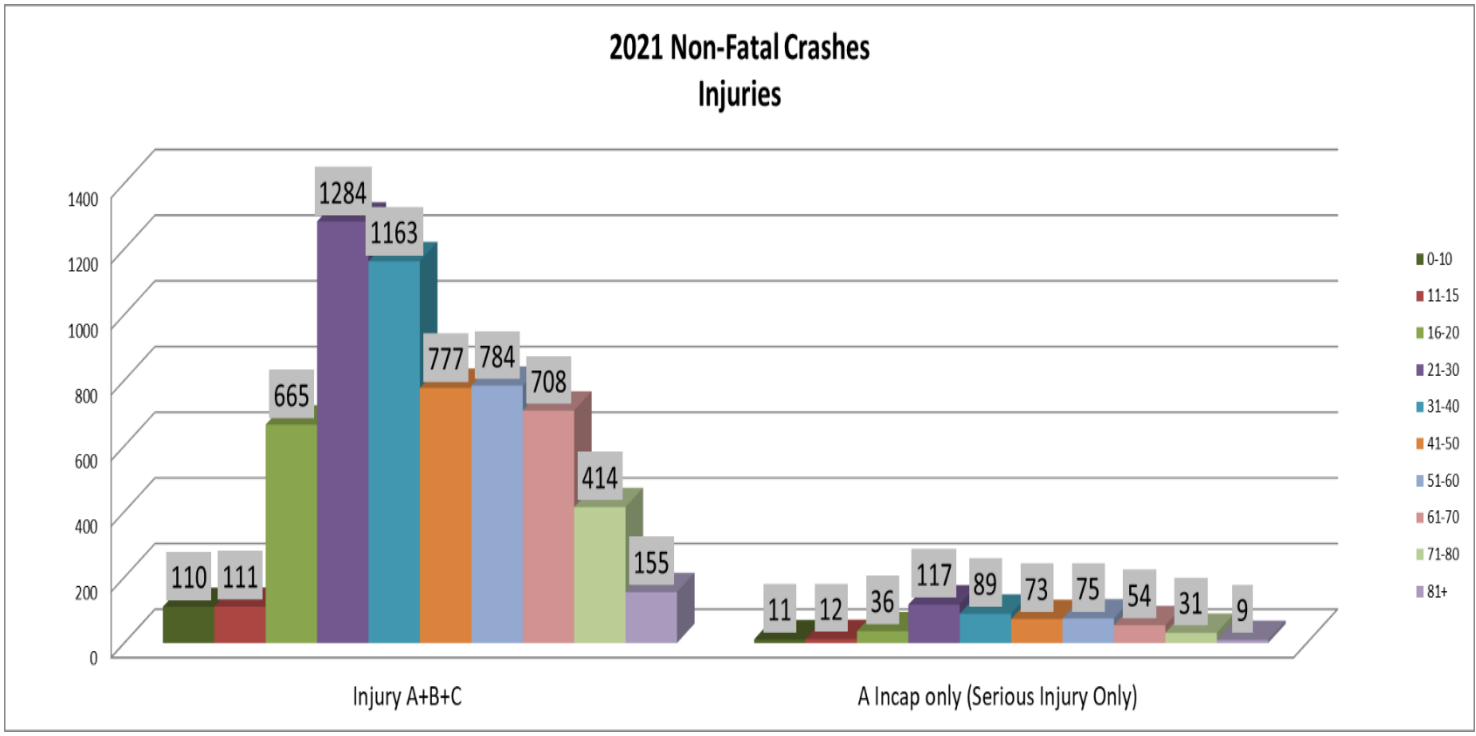
A = SBI (incapacitated/Serious Injury) B= SBI (non-incap/unknown) C= Possible Injury (not specific in crash report)

There were 6,180 injuries (A-C), with 507 being serious injury crashes (A).

2021 Non-Fatal Crashes

Age and Sex

Age	Male	Male	Male	Female	Female	Female	Unk	Unk	Unk	TTL All Inj (A-C)	Male	Female	Unk	TTl Serious Inj Only (A)
	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj/Blank	Injury (A+B+C)	A Incap Only	A Incap Only	A Incap Only	Total A only
0 - 10	54	1007	25	53	1001	22	3	55	1	110	3	5	3	11
11 - 15	48	540	17	63	567	12	0	26	0	111	5	7	0	12
16 - 20	303	3157	67	353	2897	50	9	76	5	665	16	18	2	36
21 -30	719	5336	91	532	3978	68	33	224	4	1284	78	38	1	117
31 - 40	539	4178	74	599	3044	64	25	134	12	1163	48	38	3	89
41 - 50	390	3024	51	372	2288	42	15	115	5	777	52	20	1	73
51 - 60	405	3386	83	369	2555	48	10	106	4	784	43	32	0	75
61 - 70	366	2781	50	332	2114	41	10	83	3	708	35	17	2	54
71 - 80	182	1429	35	220	1312	23	12	22	5	414	9	19	3	31
81+	71	531	10	82	488	14	2	4	0	155	4	4	1	9
Unk Age	5	93	2	4	33	0	0	62	1900	9	0	0	0	0
TOTALS	**3082**	**25462**	**505**	**2979**	**20277**	**384**	**119**	**907**	**1939**	**6180**	**293**	**198**	**16**	**507**



2021 Non-Fatal Crashes

* Killed not reported - see fatal book				** Non-Fatal Crashes = 28,092; all persons=59,084		
Crash Type	**Crashes**	**(A) Incap Injuries**	**(B) Non-Incap Injuries**	**(C) Possible Injury**	**(N) No Injury**	**Unk**
Other Motor Vehicle	8706	78	1273	507	18190	2455
Fixed Object	2724	62	446	87	2504	343
Animal	831	1	35	7	1006	37
Overturn/Rollover	146	4	58	9	116	14
Other Object	147	1	15	4	164	19
Pedestrian	164	25	76	13	203	30
Bicyclist/Pedal Cycle/Moped	108	5	51	9	132	27
Thrown or Falling Object	68	0	3	0	95	15
Spill (2 Wheel Veh)	64	9	34	9	24	5
Snowmobile/OHRV	3	0	0	1	0	2
MV Crossing Median	15	0	2	1	18	9
Submersion/Immersion	11	0	0	0	9	3
Jackknife	5	0	0	0	9	2
Fire	4	0	0	0	3	3
Explosion	4	0	0	0	4	0
Parked MV	562	1	15	1	31	5
Railroad Train	2	0	1	0	4	0
Other/Unk/Null	14528	321	1866	1147	24244	3182
Total	28092	507	3875	1795	46756	6151

2022 data in unavailable.

The recent initiative to have all law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data further enabling our ability to accurately predict where appropriate countermeasures will be most effective. As each agency begins to report statistics and data electronically, the NH OHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus an annual analysis. Currently, there are 128 law enforcement agencies submitting crash reports (MMUCC 4 & 5) electronically out of 247 law enforcement agencies. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution

of motor vehicle violations is a key component in determining effective countermeasures and will continue to be a primary focus of the NH OHS in FFY 2024 and through 2026.

Important fatality data from 2021, 2022, and 2023 was analyzed to identify highway safety problem areas in the development of the FFY 2024 thru FFY 2026 Triennial Plan and the FFY 2024 Highway Safety Plan.

New Hampshire saw traffic fatalities increase from 104 fatalities in 2020, to 118 fatalities in 2021, to 146 fatalities in 2022 (an increase of 40% from 2020). Currently, in 2023 compared to the same period last year, New Hampshire is seeing a 10% decrease in fatalities (as of June 19, 2023). Looking at fatalities within a 20-year timeline, 2017, 2019 and 2020 were among the years that had the lowest number of recorded fatalities since 2000 – almost twenty years. New Hampshire fatalities in 2021 (118), 2022 (146) and now 2023 (currently comparable to the 2022 number during the same period), continue to be trending higher than normal. In 2021, there were several contributing factors involved in the increase of fatalities. One of these was speed related crashes that resulted in an increase in speed related fatalities from 37 in 2020, 40 in 2021, to 48 in 2022 (unconfirmed). New Hampshire's unrestrained fatalities also increased from 36 in 2020, 48 in 2021 to 56 in 2022 (an increase of 56%). In 2021, impairment was also concerning contributing factor in the fatality increase in 2021, as 73 alcohol and/or drug-related crashes (68.9% of the 106 crashes) claimed 83 victims (70.3% of the 118 fatalities). In 2020, alcohol/drug impaired crashes resulted in fatalities increasing from 45 in 2019 to 52 in 2020 (increase of 15.6%) to 73 in 2021 (an increase from 2019 of 62%). In 2023, the NH OHS, to prevent fatalities, implemented enforcement initiatives (corridor enforcement saturation patrols and regional DUI saturation patrols) and increased messaging during these enforcement efforts to prevent poor driving behavior. These initiatives were recognized by the New Hampshire Governor and his Council on May 31, 2023. Education, enforcement, and media efforts must continue to address these issues. The NH OHS is committed to reducing fatalities on New Hampshire roads and will continue in FFY 2024 thru FFY 2026 to provide funding to support statewide enforcement efforts and educate the public on important highway safety issues through messaging and outreach.

The data driven approach to funding projects provides the necessary information to identify highway safety issues/concerns and provides important information to assist in determining the who, what, when, where and why a highway safety problem exists as well as aides in determining the countermeasures best able to address these highway safety problems. For FFY 2024 thru FFY 2026, the NH OHS conducted a preliminary review and analysis of statewide Serious Bodily Injury (SBI) crash data for the period of January 1, 2017 - December 31, 2021, to incorporate into our funding methodology to provide a five-year evidence-based data approach to more determine funding more accurately for our highway safety partners.

The OHS continues to evaluate past performance measures and reported activity of projects conducted to evaluate measured results or progress. This information is utilized to predict and ensure that future projects will also demonstrate measured results. Evaluation of past performance measures of a grantees project(s) helps NH OHS staff determine if grantees have

can achieve identified performance measures outlined in their application. Examples of specific goal related or performance measured activities include but are not limited to: number of stops per hour, number of traffic violations and arrests, number of CPS Technicians certified, number of CPS fitting stations, number of seat belt and/or distracted driving presentations conducted at schools, number of interlock devices that have been installed in vehicles throughout the state, the percentage of seat belt use in the state, the number of DRE certifications in NH, the number of last drink surveys conducted, etc. Additionally, an analysis of the responsible and effective past use of federal funds is conducted to ensure the applicant will maximize available federal funds to accomplish their goals in the future. Most importantly, consideration to obligate funding to projects will depend not only on the grantee's identification of a problem, but empirical data to support selection and subsequent effectiveness of the countermeasures chosen.

Core Performance Measures

2023 Performance Report

Progress towards meeting State performance targets for FFY 2023 HSP

Sort Order	Target Identifier	Performance measure name	Update
1	C-1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	In Progress
6	C-6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	C-12	C-12 Non-motorized fatalities & serious injuries	In Progress
13	B-1/C-13	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
14	C-14	C-14 Serious Injury Rate/VMT	In Progress

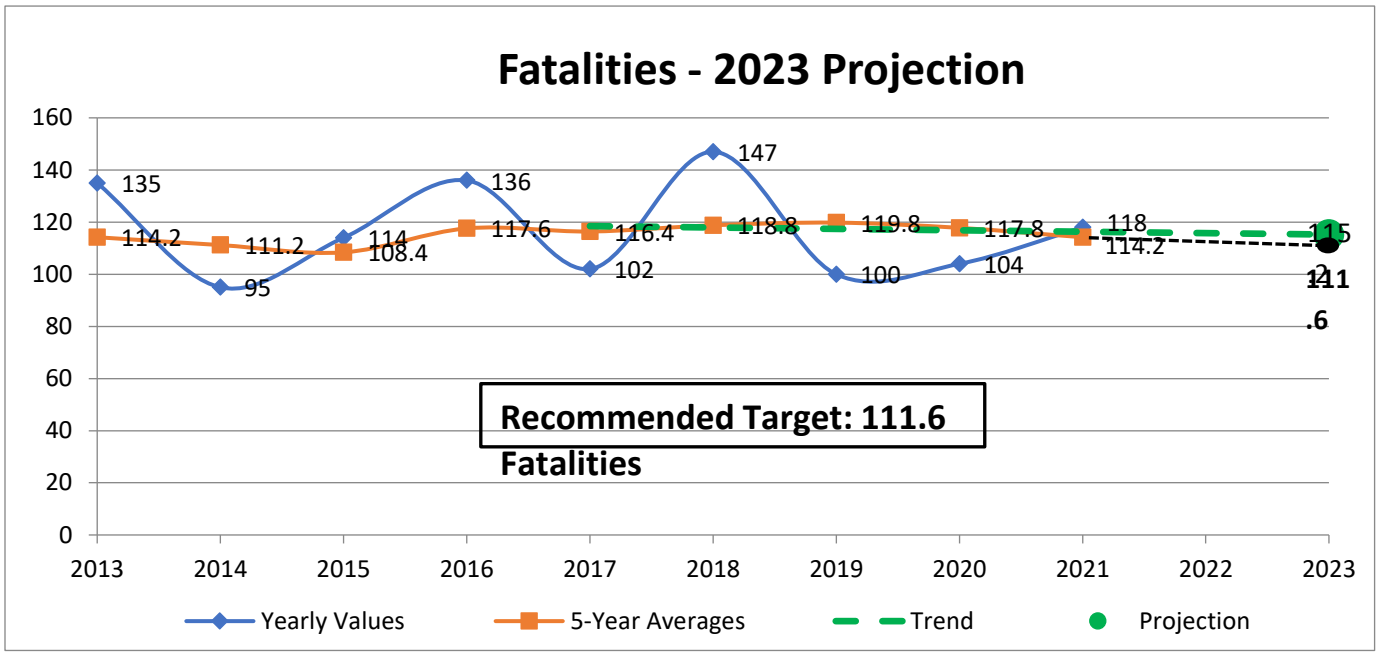
15	A-4	Number of distraction/inattention fatal crashes	In Progress
16	A-5	TR e-ticket advancement	In Progress

Performance Measure: **C-1) Number of Traffic Fatalities (FARS)**

Program-Area-Level Report

Update: In Progress

The five-year average (2019-2023) fatality target for FY 2023 is 111.6. If New Hampshire is successful in reducing fatalities to 89 in FY 2023, we would meet our five-year (2019-2023 average) target of 111.6. Although, the lowest fatalities in 2019 and 2020 (101 and 104) may have the biggest impact in possibly helping to meet this target after being able to remove the 2018 (147) fatality number, the 2022, fatality number of 146 is concerning. Also, the 2023 current fatality number is tracking to be close to the same as 2022 fatalities when comparing the current 2023 fatalities (as of June 12, 2023) of 44, with the 2022 fatalities that occurred during the same period last year (June 12, 2022) of 50. The current 2023 fatalities are down slightly from 2022 fatalities only 12%. In 2023, if final fatalities are 14% lower (125 fatalities) than in 2022 (146), the (2019-2023) five-year average of 118.8 would not meet our target of 111.6. To meet our 2023 (2019-2023) five-year target (111.6), there would need to be 89 fatalities in FFY 2023. This would be the lowest number of NH fatalities possibly on record (since 1973 the lowest fatalities recorded was 90 in 2011). This would also mean having an average of 7.5 fatalities each month for the next 6 months to meet our target of 111.6. It is anticipated that the 2023 average (2019-2023) target of 111.6 will not be achieved.

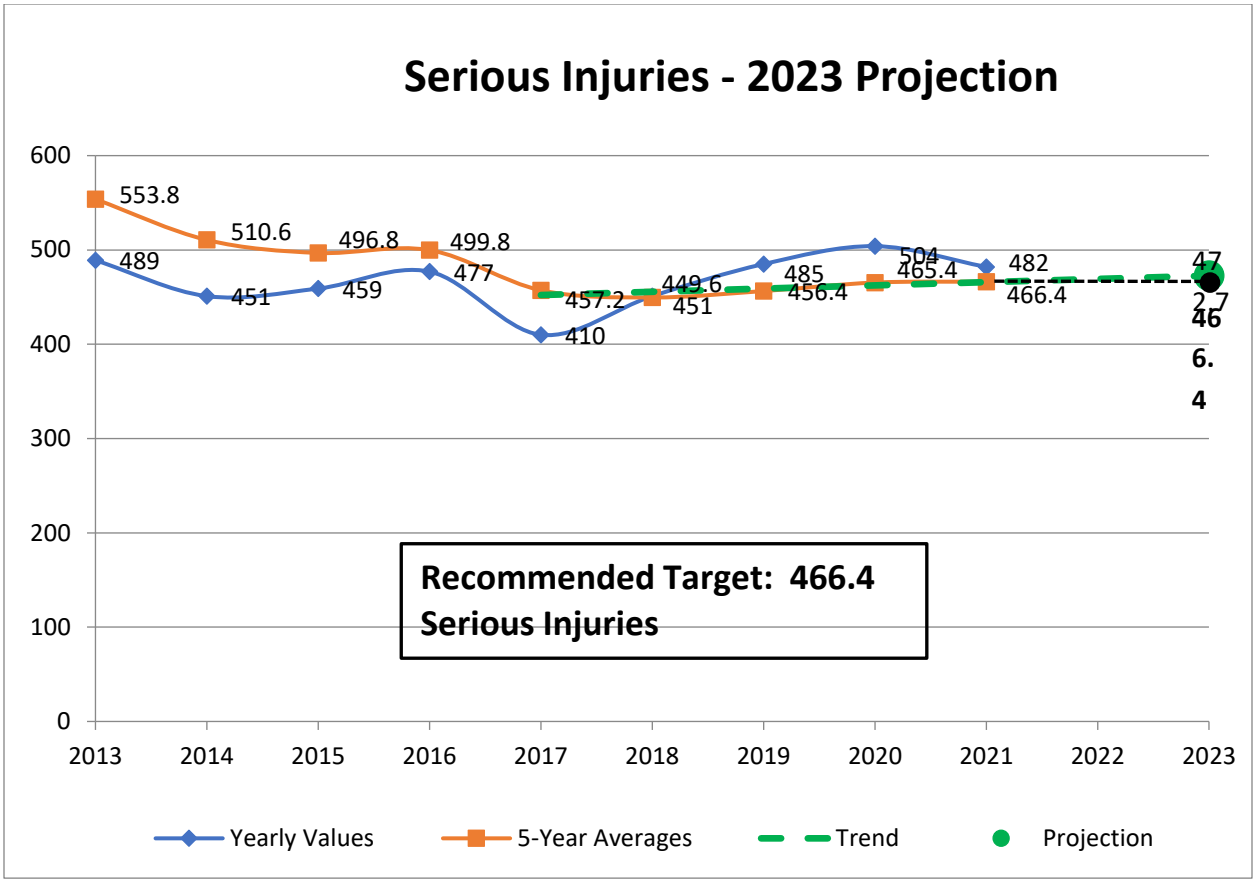


Performance Measure: **C-2) Number of Serious Injuries in Traffic Crashes (State Crash Data Files)**

Program-Area-Level Report

Update: In Progress

New Hampshire predicted that the target SBI crashes in FFY 2023 would be maintained at 466.4 for the (2019-2023) five-year average. At the completion of the 2021 calendar year, NH had 482 SBI crashes. The 2023 Serious Injuries chart below, is showing a slight increase in the five-year average serious injury trend and predicts a modest increase and projection in SBI crashes in 2023 of 466.4. It is possible that this target may not be achieved as overall crashes in New Hampshire may be trending higher which may affect this serious injury target. Also, if you calculate the five-year (2019-2023 average) using the same 482 serious injuries in 2022 and 2023 as 2021, the average (487.00) serious injuries are more than our 2023 target of 466.4, demonstrating that this target may not be met. The NH OHS continues to evaluate crash data and is now focused on increased enforcement (corridor saturation patrols and regional DUI saturation patrols), messaging and education, and is including the Community Outreach and & Betterment program and public participation and engagement to receive feedback to implement countermeasures centered on reducing the SBI crashes on NH roads.



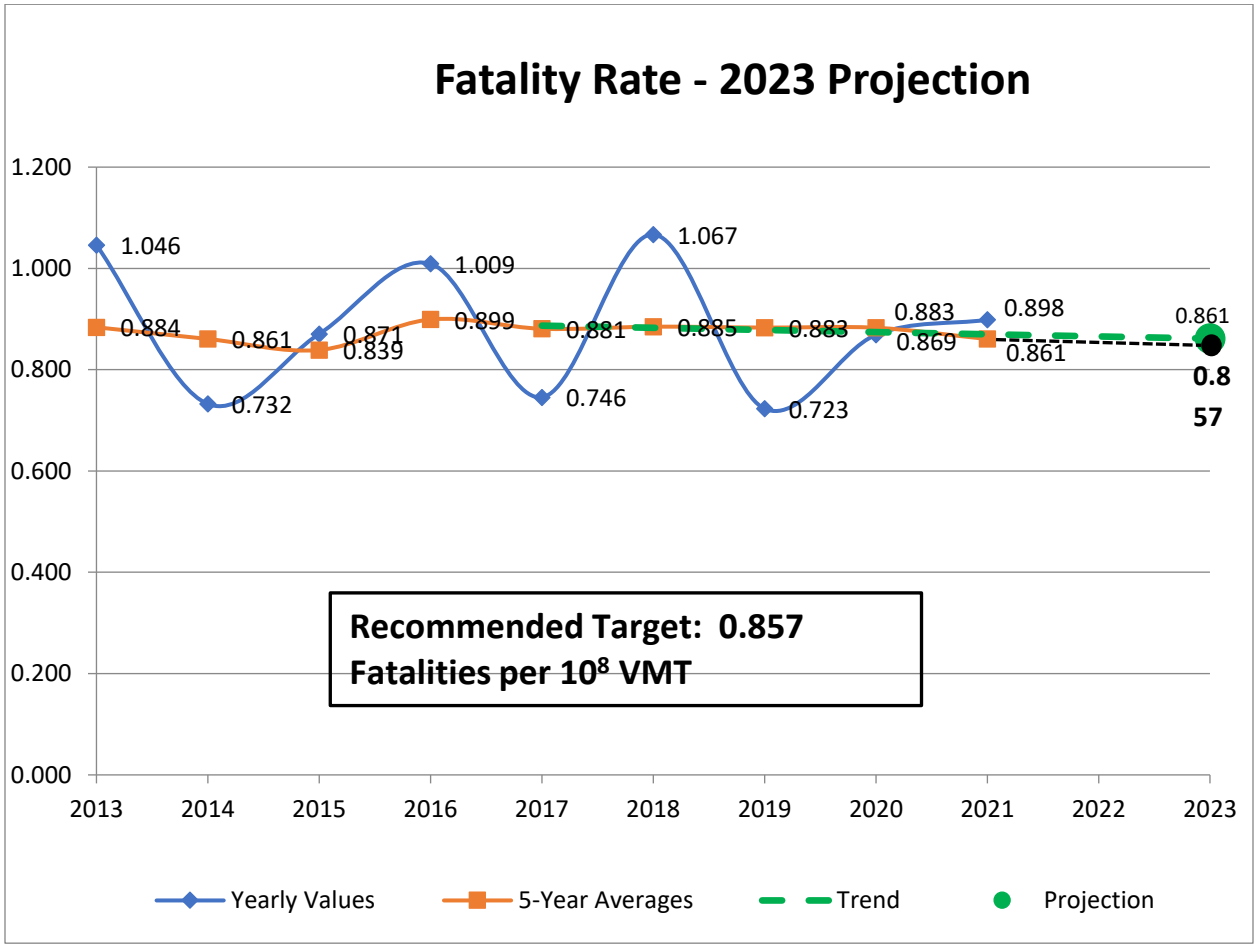
Performance Measure: **C-3) Fatalities/VMT (FARS, FHWA)**

Program-Area-Level Report

Update: In Progress

New Hampshire continues to strive to reduce fatalities in relation to VMT. In the FFY 2023 HSP, the NH OHS in conjunction with NH DOT, predicted a decrease in the fatality rate to 0.857. At the close of calendar year 2022, New Hampshire had 146 fatalities and a fatality rate unknown at this time but possibly comparable to that of the 2018 (147 fatalities) fatality rate of 1.067. It is anticipated that the five-year average (2019-2023) target will not be met due to the increase in 2022 fatalities (146) and the potential of 2023 fatalities being the same (146) as current fatalities numbers for the two years are similar. Potentially, if the 2018 fatality rate number (1.067) is used in the 2019-2023 (2022 and 2023 years) five-year average, the fatality/VMT's could be .925. The NH OHS has programmed additional enforcement efforts (corridor saturation and regional DUI saturation patrols), as well as, messaging, education, outreach, to include the Community Outreach and & Betterment program, as well as public participation

and engagement meetings to receive important highway safety related feedback to implement countermeasures in the FFY 2024 HSP to help address any potential increase in fatalities.

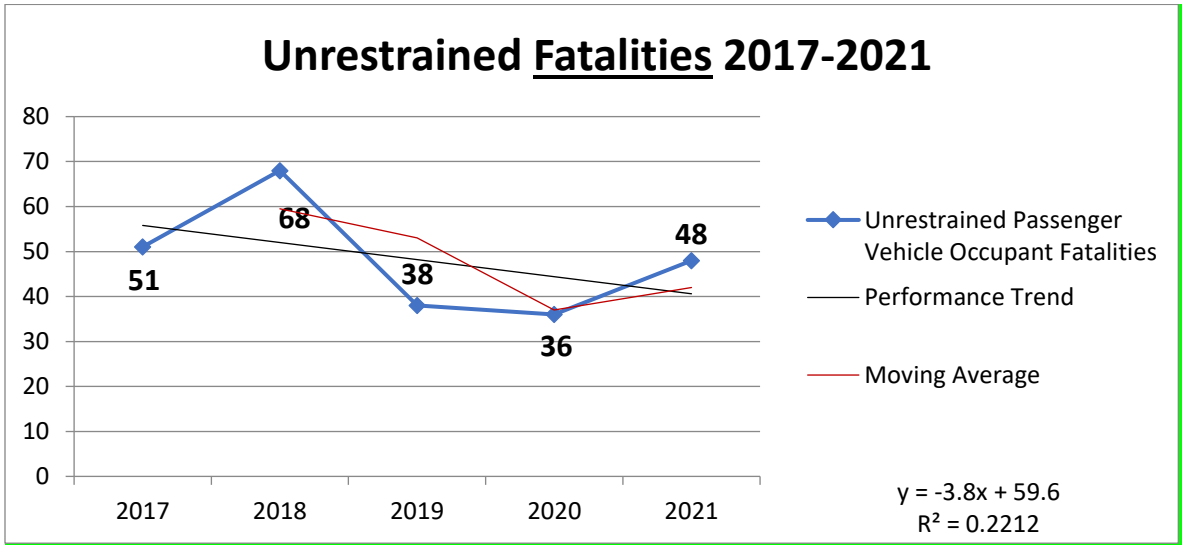


Performance Measure: **C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**

Program-Area-Level Report

Update: In Progress

For FFY 2023, the NH OHS predicted to maintain the five-year (2019-2023 average) target of 47.70 unrestrained fatalities. Fatality data reported as of June 12, 2023, indicated that we have 17 unrestrained fatalities, 10 less unrestrained fatalities, than the same period in 2022 of 27 recorded. With nearly half of 2023 complete, there is the potential that we may meet our target of 47.70 for 2023, if the total 2023 unrestrained fatalities are 54. This would bring the five-year average (2019-2023) to 47.60. New Hampshire does not currently have an adult seatbelt law and will continue to work with highway safety partners to pass an adult primary seat belt law to help save lives. The NH OHS has programmed additional enforcement efforts (NH Join The NH Clique, corridor saturation, and regional DUI saturation patrols), as well as, messaging, education and outreach, to include the Community Outreach and & Betterment program and public participation and engagement meetings to communicate the importance of wearing a seat belt and to receive important highway safety related feedback to implement countermeasures in the FFY 2024 HSP to help lower unrestrained fatalities.



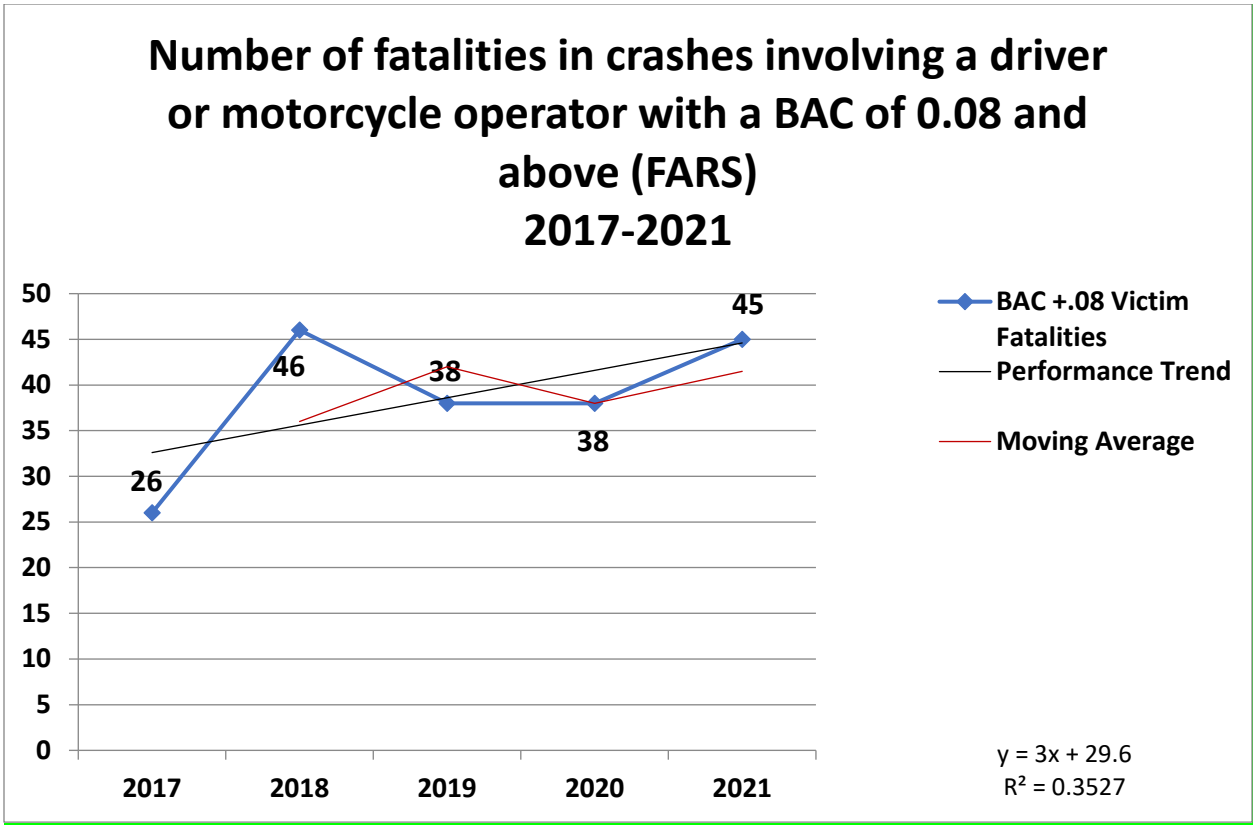
Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)**

Program-Area-Level Report

Update: In Progress

New Hampshire continues to work to achieve the target of alcohol (BAC of .08 and above) impaired fatalities at 38.00 (2019-2023 average). 2022 preliminary FARS data, shows that there have been (39) fatalities involving a driver or motorcycle operator with a BAC of .08 and above. It is anticipated that the (2019-2023 average) target of 38.00 should be achieved if total (BAC of .08 and above) impaired fatalities are 58 or lower in 2023. From 2018 to 2022 there has not been impaired driving fatalities (BAC of .08 and above) higher than 42 (2021). The NH OHS will continue to plan for additional enforcement efforts (NHTSA's Drive Sober Or Get Pulled Over patrols, corridor saturation and regional DUI saturation patrols), as well as, messaging, education and outreach, to include the Community Outreach and & Betterment program and public participation and engagement meetings to communicate the importance to not drive while impaired and to receive important highway safety related feedback to implement countermeasures in the FFY 2024 HSP to help lower impairment related fatalities. The NH Impaired Driving Taskforce and the NH Motorcycle Taskforce and partners will also provide important insight to improving the impaired driving problem on New Hampshire roads to reduce these related fatalities.



Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-6) Number of Speeding-Related Fatalities (FARS)**

Program-Area-Level Report

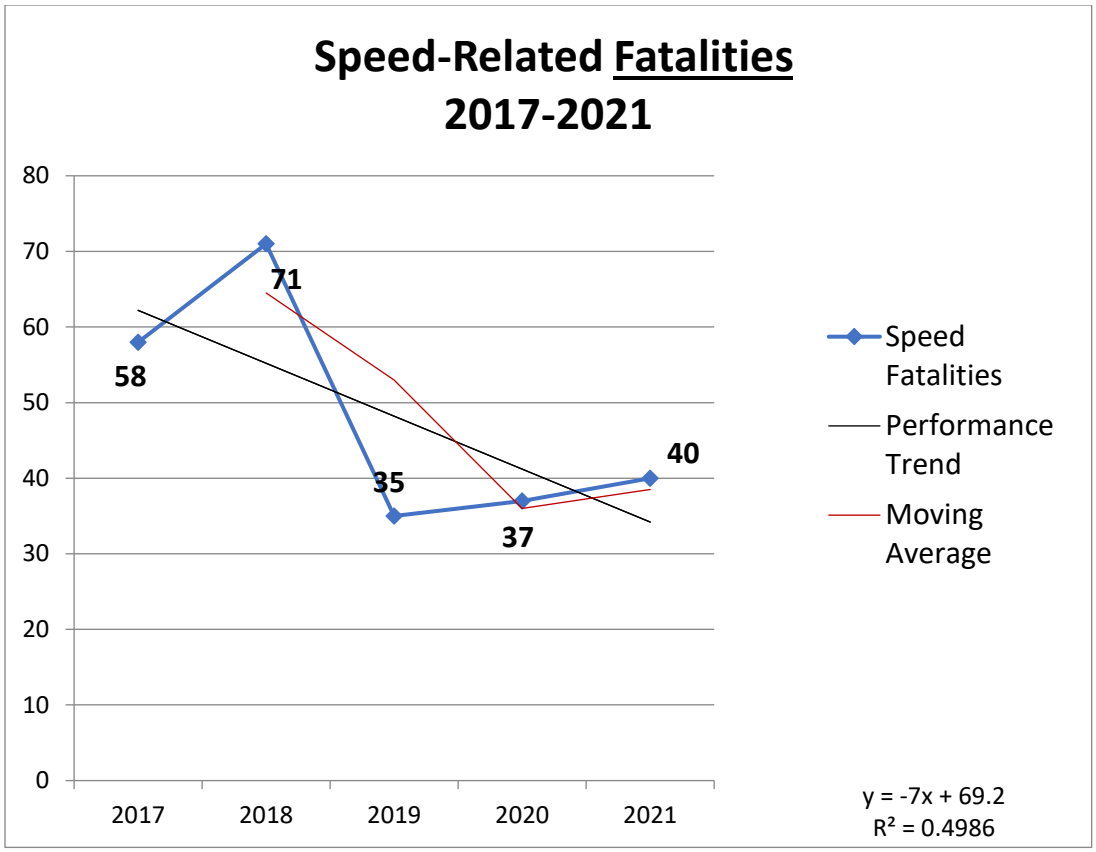
Update: In Progress

In 2023, New Hampshire predicted to maintain the speeding-related fatality five-year (2019-2023) average of 54.00. 2022 FARS data, shows that there have been (48) fatal crashes involving speeding. It is anticipated that the (2019-2023 average) target of 54.00 will be met if total speed-related fatalities are 94 or lower in 2023. Even when calculating into the five-year average (2019-2023) the three highest speed fatality years 2021 (51), 2022 (48), and 2023 (65 potentially using the high 2018, speed-related fatality 65 number), we are still under the 54.00 target at 48.2 speed-related fatalities. The NH OHS has placed special emphasis on preventing speed-related fatalities in FFY 2023 and into FFY 2024 and beyond. The NH OHS will continue to work with all law enforcement partners to coordinate special enforcement initiatives. In 2023, speed saturation corridor enforcement patrols and regional saturation enforcement patrols on high crash corridors and within locations of the state where speeding is a concern was conducted.

Of particular concern in 2023, was the crashes and fatalities occurring on the route 125 corridor (the fourth highest crash corridor in NH). After a public meeting involving residents who reside in communities along the125 corridor and state and local officials (Department of Safety, Office of Highway Safety, New Hampshire State Police, Department of Transportation, the Governor's Council, and the Bentwood Police Department and other law enforcement agencies), the NH OHS coordinated a route 125 corridor speed enforcement saturation effort with law enforcement (New Hampshire State Police and local and county law enforcement). The NH OHS also teamed up with the Department of Transportation and law enforcement agencies to implement speed messaging on Electronic Message Boards (EMB's) along route125 to message the motoring public to drive safely. Speed messaging was run on radio and posted on social media (to include geo-fencing along the 125 corridor) to cover all areas of the state.

The NH OHS will continue to support education and messaging to include the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of driving safely and to not speed. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower speed-related crashes and the resulting fatalities.

The Chart below depicts the known speed-related fatalities (2017-2021). If the 2023 downward speed-related fatality trend line continues, New Hampshire predicts the target of 54.00 will be met and will close 2023 with a five-year (2019-2023) average of 44.80 provided the same number of speed related fatalities occur in 2023 as 2022 (48).



Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-7**) **Number of Motorcyclist Fatalities (FARS)**

Program-Area-Level Report

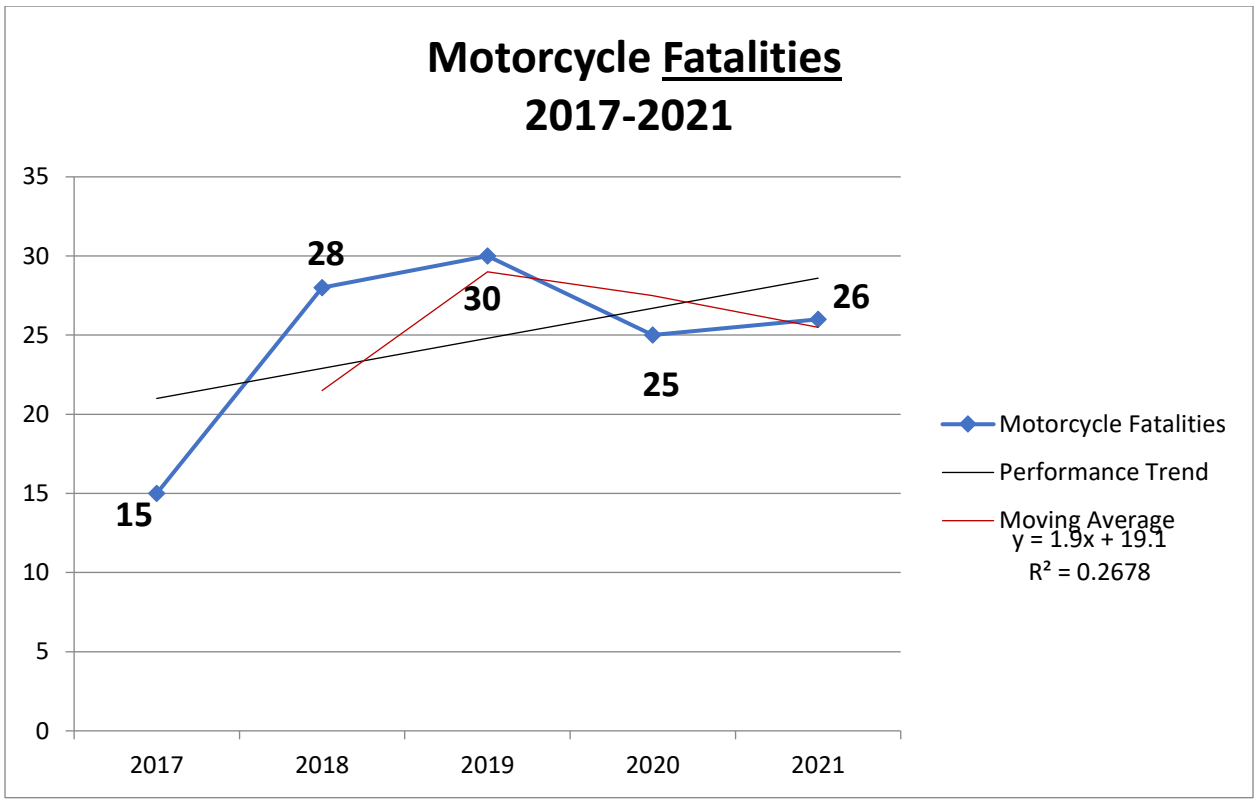
Update: In Progress

New Hampshire in not on track to meet the 2023 five-year average (2019-2023) target of 27.00 Motorcycle fatalities. In 2023, New Hampshire could have potentially the same number of motorcycle fatalities as 2022 (32). As of June 12, 2023, New Hampshire has had (8) motorcyclist fatalities compared to (7) during the same period (June 12, 2022) in 2022. It is anticipated with the predicted 2023 (32) motorcycle fatality number that, New Hampshire could see a five-year (2019-2023) average of 29 motorcycle fatalities. A high percentage of motorcycle fatalities continue to be impairment related (upwards of over 70%) as well as victims not wearing a helmet (upwards of 73%). New Hampshire does not have an adult helmet law but does have a helmet law for those under the age of 18.

Although unlikely, New Hampshire could achieve the target of 27.00 if there are only 22 motorcycle fatalities in 2023 to include in the (2019-2023) five-year average. Motorcycle

fatalities have not been lower than 22 since 2017 when there were 15 motorcycle fatalities that year.

There was the concern that motorcycle fatalities could potentially be higher in 2023 than in past years because of the 100th anniversary of New Hampshire's Laconia Motorcycle Week that could have had potentially upwards of over 400,000 motorcyclists in attendance. Fortunately, there were no motorcycle fatalities during this week-long event. The New Hampshire motorcycle task force and the NH OHS prepared for this event in advance and messaged the public on motorcycle safety (Ride SMART to Laconia campaign, Share the Road, and Look Twice Save a Life, etc.) through radio and newspaper interviews, PSA's, banners, posters, and social media messaging (geo-fencing the bike week Laconia region). The NH OHS will continue to support enforcement efforts to reduce motorcycle fatalities. Messaging, education (the DMV motorcycle rider training program) and outreach to include the Community Outreach and & Betterment program and public participation and engagement meetings will communicate the importance of motorists sharing the road in and around motorcyclist and looking for motorcyclist when driving to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower motorcycle related crashes and the resulting fatalities. Also, the NH Impaired Driving Taskforce and the NH Motorcycle Taskforce and partners will also provide important insight to reduce motorcycle crashes on New Hampshire roads. The chart below shows motorcycle fatalities trending upwards (yearly, the performance trend line, and the moving average).



Source: STSI (2018-2022 data unavailable)

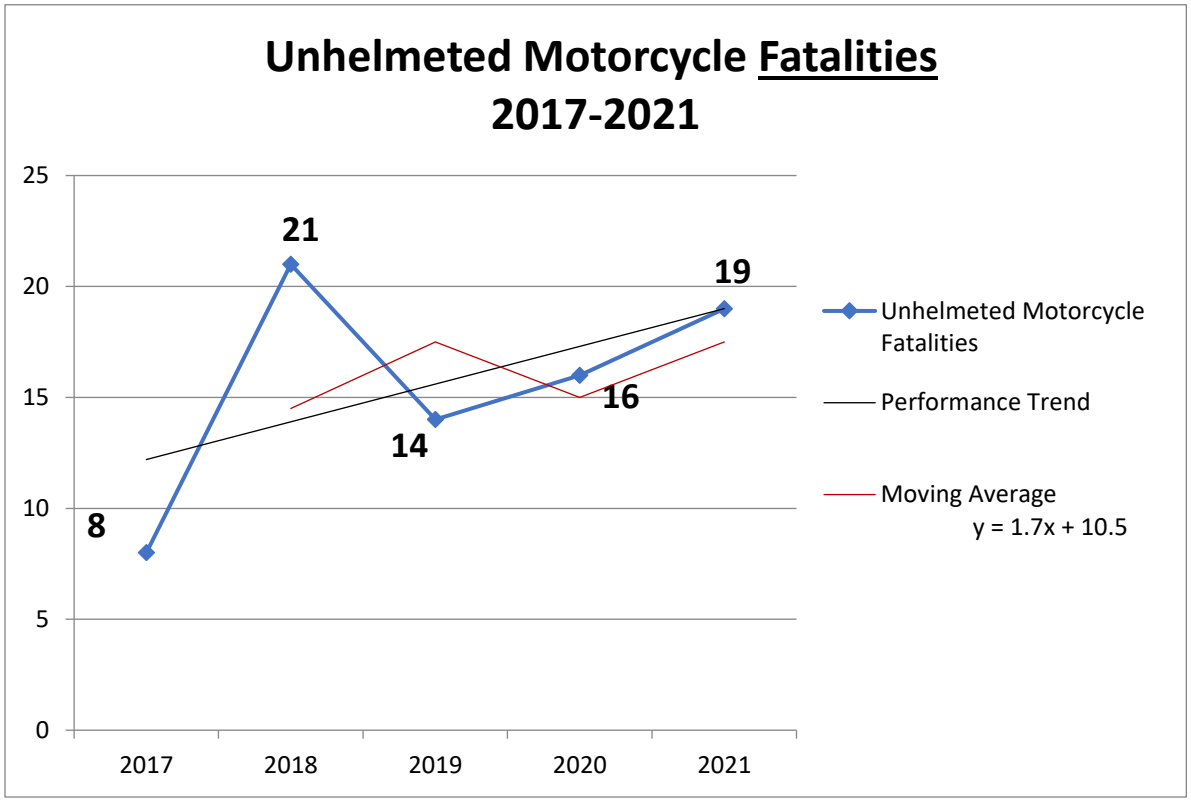
Performance Measure: **C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)**

Program-Area-Level Report

Update: In Progress

New Hampshire in not on track to maintain the 2023 five-year average (2019-2023) target of 17.00 unhelmeted motorcycle fatalities. In 2023, New Hampshire could have, potentially, the same number of unhelmeted motorcycle fatalities as 2022 (22). As of June 12, 2023, there have been 5 unhelmeted motorcyclist fatalities compared to 6 in 2022 during the same period (June 12, 2022). At the close of calendar year 2022, 22 of the 32 motorcycle victims (69 percent), were not wearing a helmet. New Hampshire does not have an adult helmet law but does have a helmet law for those under the age of 18. It is anticipated that New Hampshire could see a five-year (2019-2023) average of 19.2 unhelmeted motorcycle fatalities. Although very unlikely, it is also possible that New Hampshire could achieve the target of 17.00 if there are only 11 unhelmeted motorcycle fatalities in 2023 to include in the (2019-2023) five-year average. The NH OHS will continue to support enforcement efforts to reduce motorcycle

fatalities. Messaging, education (the DMV motorcycle rider training program) and outreach to include the Community Outreach and & Betterment program and public participation and engagement meetings will communicate the importance of motorists sharing the road in and around motorcyclist, looking for motorcyclist when driving to prevent crashes and the importance of wearing a helmet when riding a motorcycle. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower motorcycle related crashes and the resulting unhelmeted fatalities. the NH Motorcycle Taskforce and partners will also provide important insight to reduce motorcycle crashes and the resulting unhelmeted fatalities on New Hampshire roads. The chart below shows unhelmeted motorcycle fatalities trending upwards (yearly, the performance trend line, and the moving average).



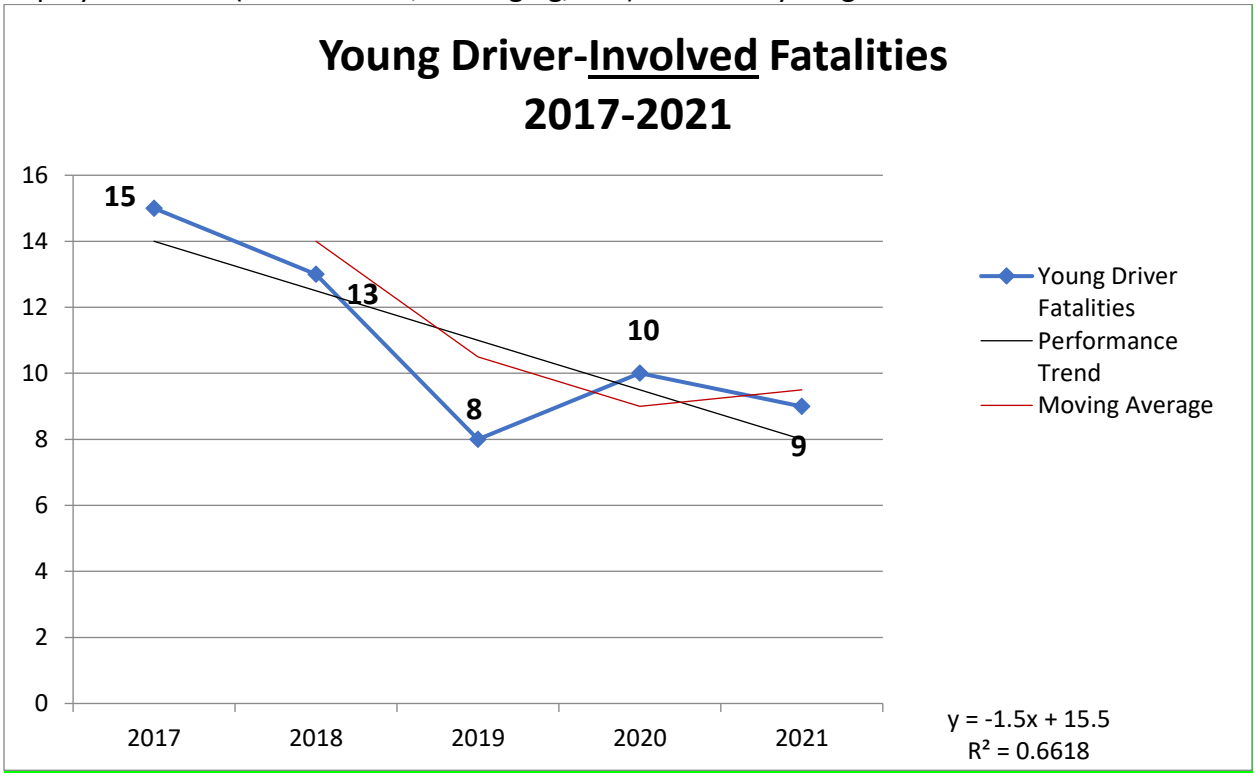
Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**

Program-Area-Level Report

Update: In Progress

New Hampshire is on track to meet our 2023 target of reducing age 20 or younger drivers involved in fatal crashes to 8.80 (2019-2023 average). As of June 19, 2023, there has been (1) under age 20 or younger driver fatality which is less than the number of age 20 or younger driver fatalities during the same period last year (June 19, 2022) of 5. In 2021, there were 8 age 20 or younger operator fatalities. In 2023, it is predicted that there potentially could be a five-year (2019-2023) average of 6 young driver fatalities achieving the target of 8.80. This prediction was made using the chart below and adding the same, potentially, young driver fatality number for 2023 (5) that occurred in 2022 (5). The NH OHS has programed in 2023 and will continue in 2024, teen programs geared to educating youth on highway safety related topics. These important educational programs continue to teach young drivers to make good choices in relation to distracted driving, impaired driving, seat belt use, and speeding. The NH OHS will also support and provide messaging and education and outreach on teen driver safety during the Community Outreach and & Betterment program, as well as the public participation and engagement meetings to communicate the importance of teen driver safety to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower teen driver related crashes and the potential resulting fatalities. The NH OHS will also continue to include those individuals (mother, father, siblings, friends, etc.) who have lost a young driver on NH roads to inform the motoring public of the importance of driving safely (PSA's, social media, press conferences, etc.) to reduce teen fatalities. Factors influencing the performance target selection is the anticipated use of the NH OHS methodology for FFY 2024 that will provide crash and fatality data to identify communities with the highest priority to deploy resources (enforcement, messaging, etc.) to reduce young driver crashes and fatalities.



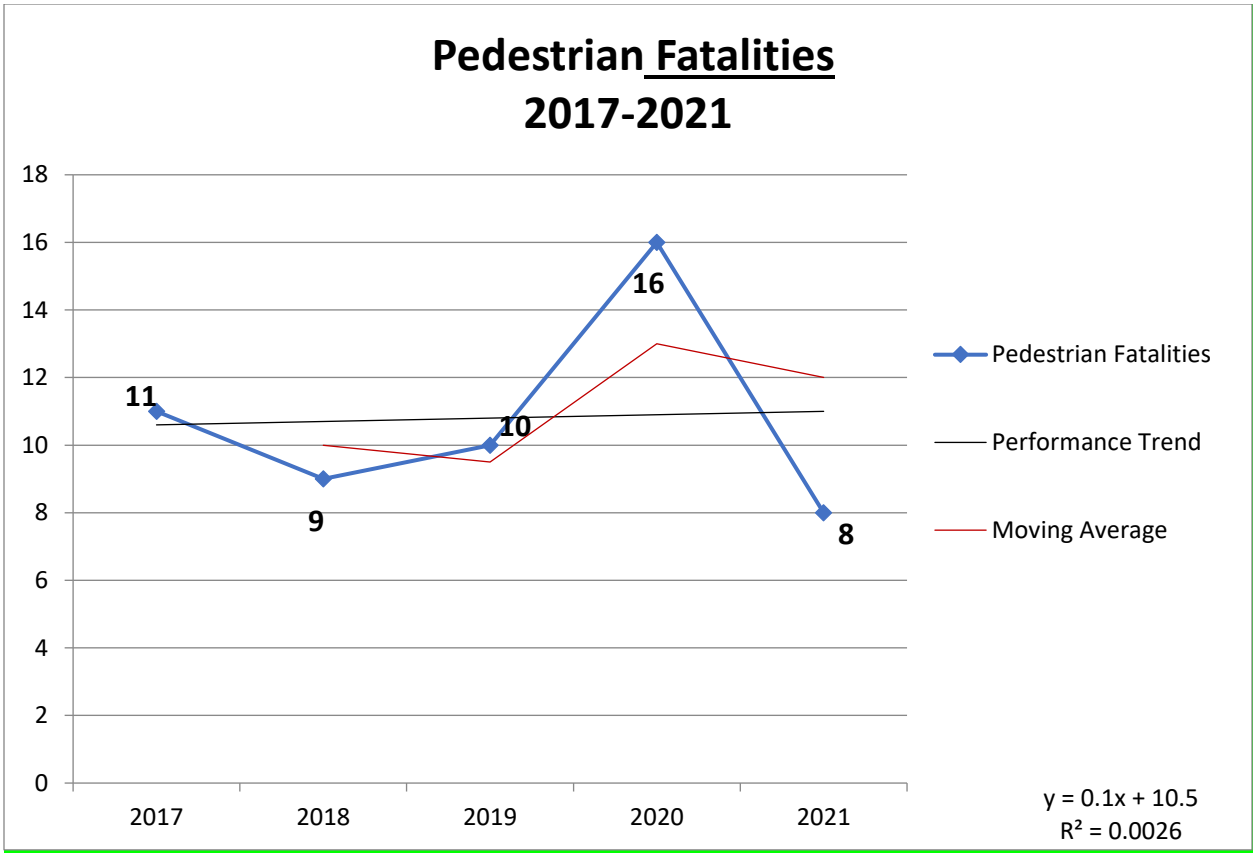
Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-10) Number of Pedestrian Fatalities (FARS)**

Program-Area-Level Report

Update: In Progress

New Hampshire continues to work to achieve our target to reduce pedestrian involved fatalities by 10 percent from 12.60 (2018-2022) to 11.30 (2019-2023 average). As of June 12, 2023, New Hampshire may not be on track to meet our 2023 target as there have been 8 pedestrian fatalities, 4 more pedestrian fatalities than New Hampshire had during the same period last year in 2022 (4). In 2023, if we have the same number of pedestrian fatalities as 2022 (16) calculated within the five-year (2019-2023) average, we predict 13.4 pedestrian fatalities not meeting our target of 12.60. In order to meet this target we would need to have 12.6 pedestrian fatalities to finish 2023, which does not seem probable, as we have 8 pedestrian fatalities currently with still 6 months remaining in 2023. The grant funded pedestrian/bicycle enforcement patrols conducted in 2022 and 2023 have potentially helped to keep pedestrian fatalities from being higher than they could have been. In 2023 and 2024, pedestrian/bicycle funds will continue to support enforcement agencies with communities in New Hampshire where there is typically more pedestrian/bicycle activity. The NH OHS will also support and provide education and outreach on pedestrian safety during the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of pedestrian safety to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower pedestrian related crashes and the potential resulting fatalities.



Source: STSI (2018-2022 data unavailable)

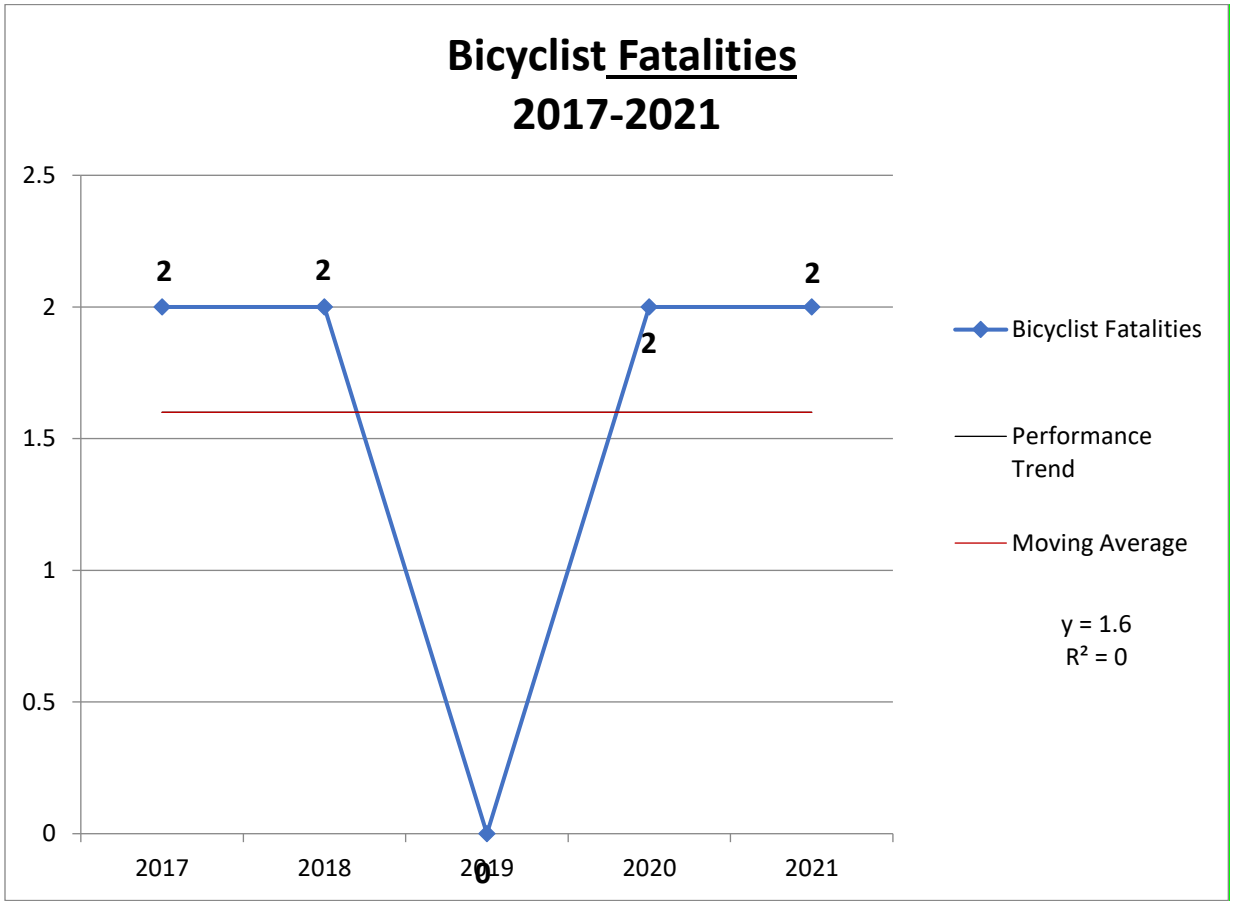
Performance Measure: **C-11) Number of Bicyclists Fatalities (FARS)**

Program-Area-Level Report

Update: In Progress

New Hampshire continues to work to achieve our target to maintain bicycle fatalities in the state and is on track to meet our 2023 five-year average (2019-2023) target of 2.0 bicyclist fatalities. As of June 12, 2023, there has been (0) bicyclist fatalities compared to the same period in 2022 (2). In 2023, it is predicted that there potentially could be 1.6 bicyclist fatalities during the five-year (2019-2023) average achieving the target of 2.0. This prediction was made using the chart below (2018-2022) and calculating within the five-year average (2019-2023) the same potential bicycle fatality number in 2023 2, that occurred in 2022 2. The NH OHS and partners continue to message and conduct enforcement efforts to reduce bicyclists/pedestrian fatalities. Also, NH Police Standards & Training ensures that the online bicycle/pedestrian training course for enforcement is centered on the enforcement of NH laws and regulations surrounding bicyclists and pedestrians operating on NH roadways. Every law enforcement officer who is selected to work an enforcement detail for this project is highly recommended to complete the course. In 2023 and in 2024, pedestrian and bicycle enforcement efforts will

continue in those communites at greater risk of those fatalities occuring. The NH OHS will also support and provide education and outreach on bicycle safety during the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of bicycle safety to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help maintain bicycle related crashes and the potential resulting fatalities.



Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-12) Non-motorized fatalities and serious injuries**

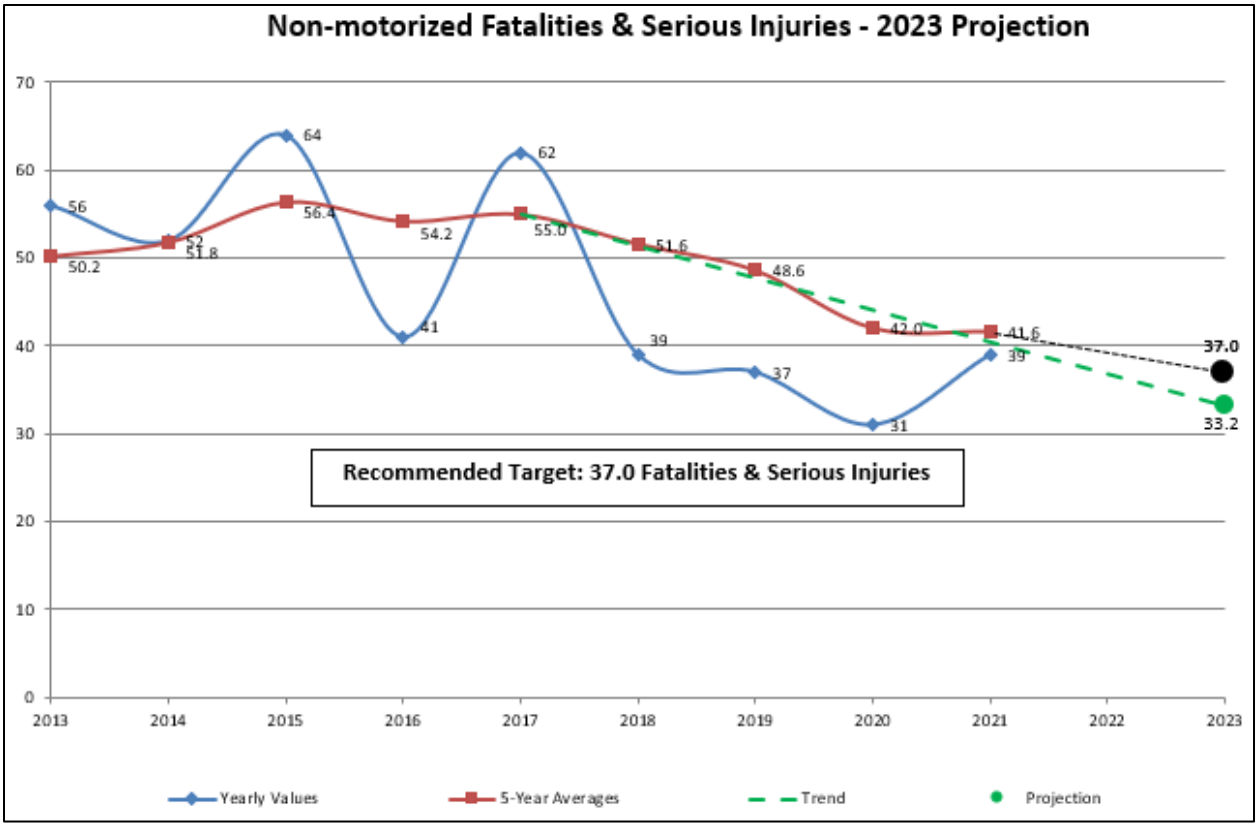
Program-Area-Level Report

Update: In Progress

New Hampshire may not be on track to meet the 2023 non-motorized fatalities and serious injury target value of 37.0. We will continue to work to achieve our target to reduce pedestrian involved fatalities by 10 percent from 12.60 (2018-2022) to 11.30 (2019-2023 average). As of June 12, 2023, New Hampshire is not on track to meet our 2023 target as there have been (8)

pedestrian fatalities, (4) more pedestrian fatalities than New Hampshire had during the same period last year in 2022 (4). In 2023, if we have the same number of pedestrian fatalities as 2022 (16) calculated in to the five-year (2019-2023) average, we predict 13.4 pedestrian fatalities not meeting our target of 12.60. In order to meet this target, we would need to have 12.6 pedestrian fatalities to finish 2023, which does not seem probable, as we have 8 pedestrian fatalities currently with still 6 months remaining in 2023. Although, we do feel confident that we will meet our bicycle fatality target of 2, we are unsure if we will meet the bicycle /pedestrian serious injury target as serious injuries have increase overall dramatically. In 2023 and 2024, pedestrian/bicycle funds will continue to support enforcement agencies with communities in New Hampshire where there is typically more pedestrian/bicycle activity. Also, NH Police Standards & Training will ensure that law enforcement receive the online bicycle/pedestrian training course centered on NH laws and regulations surrounding bicyclists and pedestrians operating on NH roadways. Every law enforcement officer who is selected to work an enforcement detail for this project is highly recommended to complete the course. The NH OHS will also support and provide messaging, education, and outreach on pedestrian/bicycle safety to include the Community Outreach and & Betterment program, as well as during the public participation and engagement meetings to communicate the importance of pedestrian/bicycle safety to prevent these crashes and resulting fatalities and serious injuries. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help lower pedestrian/bicycle related crashes and the potential resulting fatalities and serious injuries.

The chart below shows non-motorized fatalities & serious injuries five-year averages, trend line, and projection declining. However, an uptick in 2021 demonstrates that countermeasures will need to continue to address the potential rise in non-motorized fatalities & serious injuries.



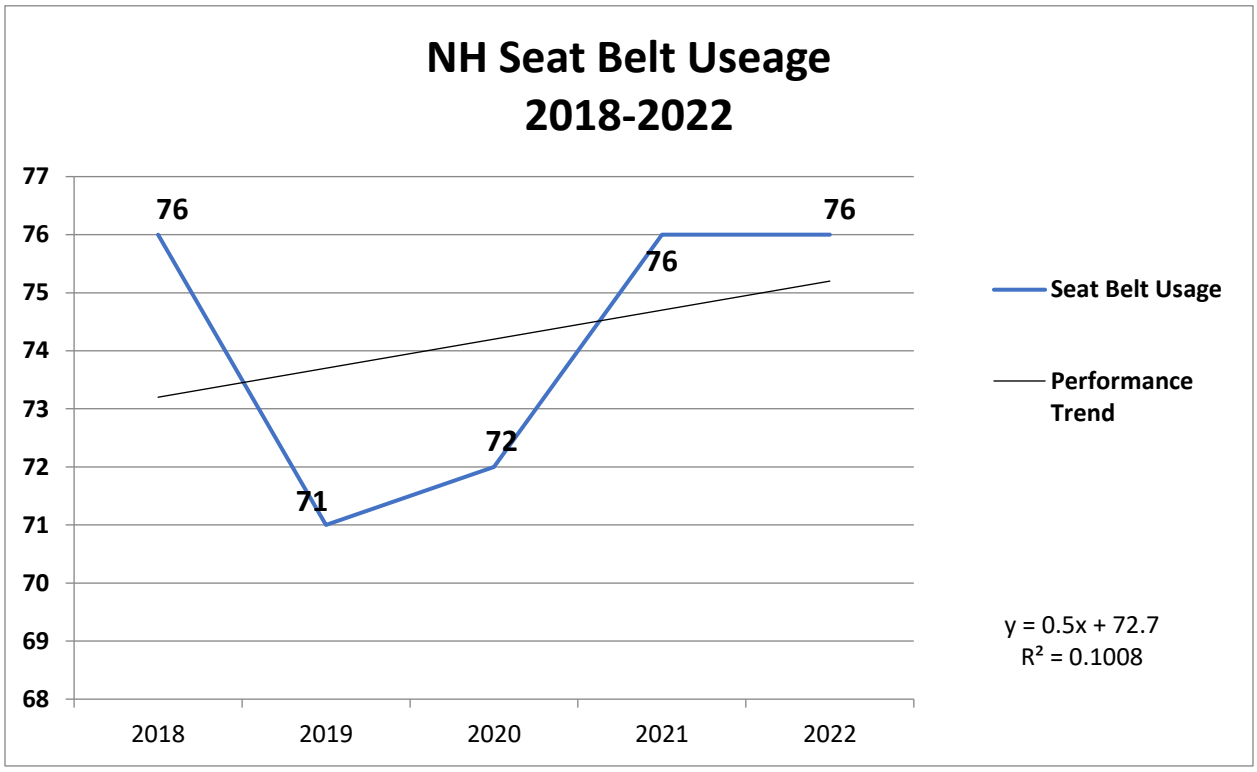
Performance Measure: **C-13) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard**

Program-Area-Level Report

Update: In Progress

The 2023 **(**annual**)** target of 73.44 percent seat belt usage rate is still pending the completion of the seat belt observational survey. However, in 2022, New Hampshire met the (annual) target of 73.44 to increase front seat outboard passenger restraint use by 2 percent (2022 annual seat belt rate was 75.7%). Although, seat belt use has increased slightly, the importance of obtaining an adult seat belt law in New Hampshire will continue to be emphasized. An adult seatbelt law would not only increase seat belt usage rates, but also save lives. Ongoing enforcement efforts, education, and media messaging addressing the importance of seat belt use will continue in 2024 to help stabilize or increase this number. In 2023, a secondary adult seat belt bill (HB 222) was again introduced to the legislature but defeated. Throughout the years the NH OHS has been part of the discussion and aided efforts surrounding seat belt legislation proposals which have been sent through to the legislature - both primary and secondary law options have been considered but have not become law. New Hampshire is the

only state in the country without an adult primary seat belt law and has the lowest seat belt usage rate nationally. The current seat belt law in New Hampshire is for occupants under the age of 18. NH OHS recognizes the difficulty in increasing seat belt usage rates without a law; however, we will continue to inform the public of the importance of "buckling up" through educational programs and media outreach. In 2022 there were 56 unrestrained fatalities and in 2021 there were 48. The NH OHS will continue to support and provide education and outreach on the importance of seat belt use during the Community Outreach and & Betterment program, as well as during the public participation and engagement meetings to communicate the importance of seat belt use to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help reduce unrestrained related crashes and the potential resulting fatalities.



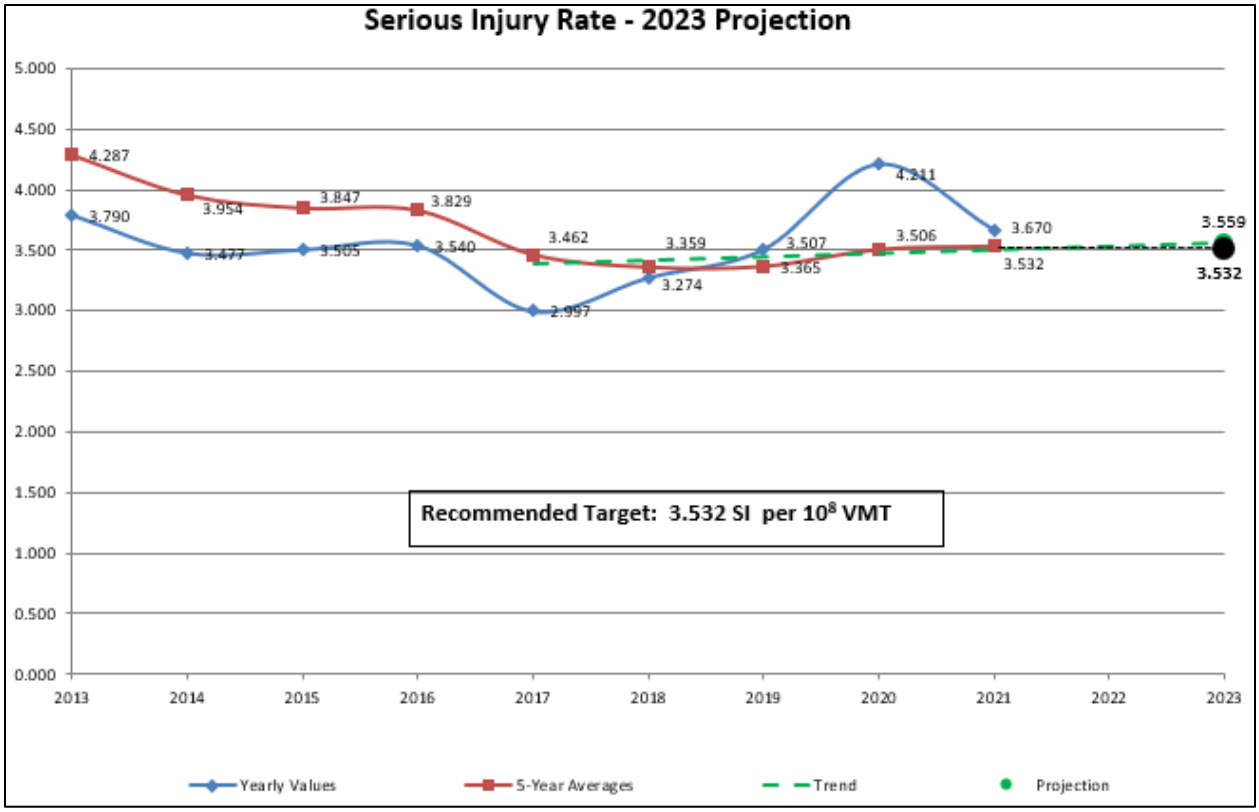
Source: STSI (2018-2022 data unavailable)

Performance Measure: **C-14) Serious Injury Rate/VMT**

Program-Area-Level Report

Update: In Progress

New Hampshire is determining if it will meet the 2023 serious injury rate/VMT five-year (2019-2023) average at 3.532. Trend analysis produces intuitive results, as the number and rate of serious injuries had been increasing since 2017 but declined in 2021. Also worth noting is that despite the substantial reduction in vehicle miles traveled in 2020 during the COVID-19 pandemic, the number of serious injuries was the highest since 2012, resulting in a spike in the serious injury rate. Factors influencing the performance target selection is the anticipated increase in messaging and education coupled with proactive enforcement in communities with the highest priority. In 2023 and 2024, the NH OHS will continue to support and provide education and outreach on the importance of preventing crashes and the resulting serious injuries through the Community Outreach and & Betterment program, as well as during the public participation and engagement meetings to communicate the importance of preventing crashes and serious injuries. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 HSP to help reduce serious injuries related crashes. The chart below shows the yearly serious injury rate going down. However, the five-year averages are rising as well as the trend line.



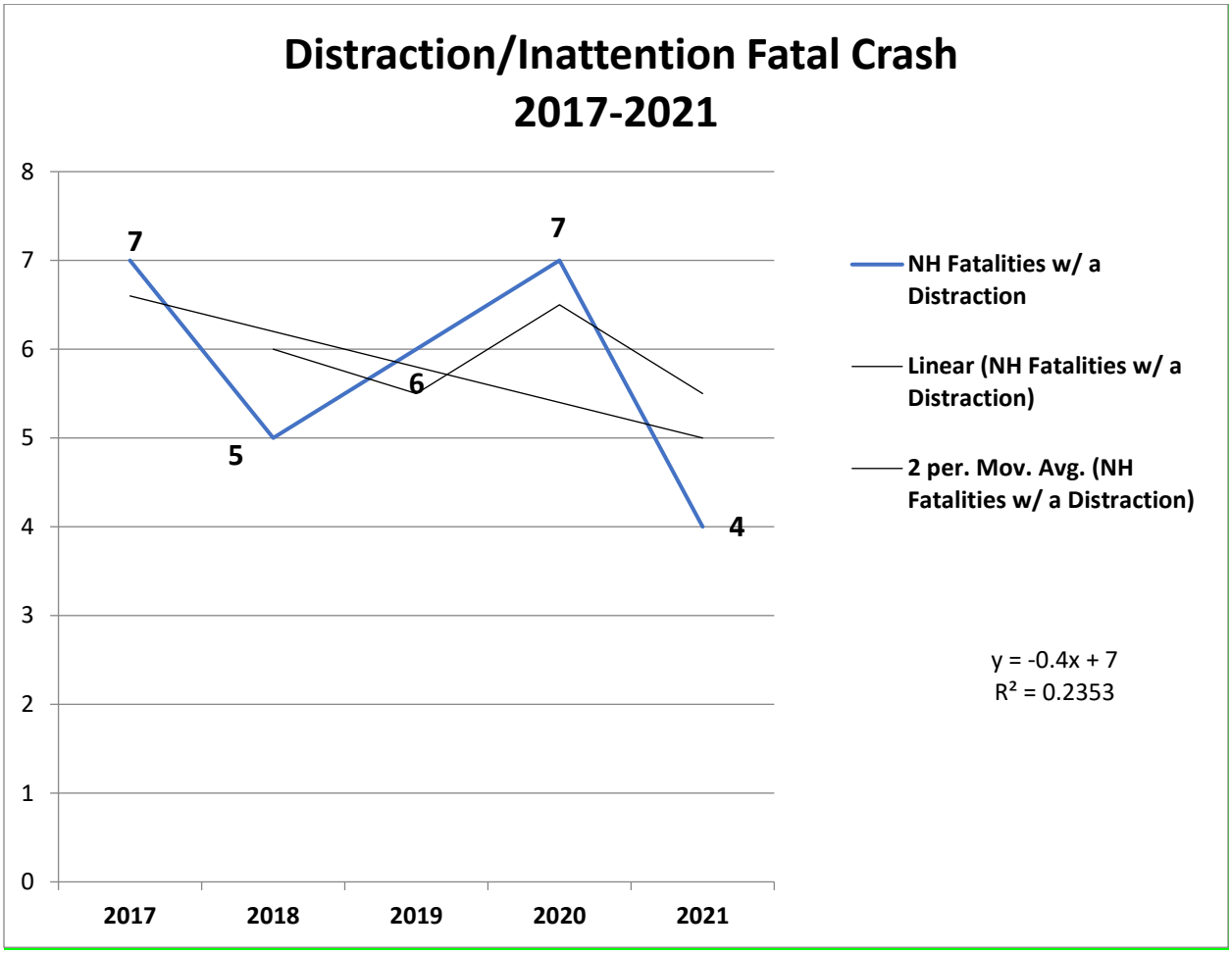
Performance Measure: **C-16) Number of Distraction/Inattention Fatal Crashes**

Program-Area-Level Report

Update: In progress

New Hampshire is determining if it will meet the 2023 target to maintain the number of distraction related fatalities five-year (2019-2023) average of 5.40. Currently in 2023, there are pending fatality cases that may be distraction/inattention related but it is undetermined at this time how many. In 2022, there were 6 distraction/inattention related fatalities. However, in 2022 there were 146 fatalities possibly pointing to the potential that 2023 may have a similar number of fatalities (distracted/inattention) and crashes. Current, 2023 fatalities are tracking to be the same as 2022. It is possible that New Hampshire may not meet the 2023 five-year (2019-2023) average target of 5.4. If we have the same number of distracted driving/inattention fatalities in 2023 as 2022 (6), we could average 5.8 distracted/inattention fatalities. However, it is also possible that the 2023 target (5.4) could be met if there are only 4 distracted driving/inattention fatalities in 2023 calculated into the five-year (2019-2023) average. In 2023 and 2024, the NH OHS will continue to support all law enforcement with funding to conduct distracted driving enforcement efforts (distracted driving patrols/U Drive U

Text You Pay, etc.). Education and outreach will also be funded to reduce distracted driving crashes and the resulting serious injuries and fatalities. The Community Outreach and & Betterment program and public participation and engagement meetings will provide important related feedback from the public to use to guide the implementation of countermeasures in the FFY 2024 HSP to help reduce distracted driving related crashes. Although, the chart below shows distracted/inattention fatalities trending lower, the trend could easily increase if there are more distracted/inattention related fatalities.



Performance Measure: **C-17) TR E-Ticket Advancement**

Program-Area-Level Report

Update: Met

New Hampshire is on track to meet the 2023 goal to have 132 local law enforcement agencies onboard with E-Crash. To date, as of June 12, 2023, there are 128 agencies implementing E-Crash who are submitting electronically MMUCC IV or MMUCC V crash reports to the DMV VISION System. With 6 months remaining in 2023, it is anticipated that we may easily exceed our target of 132.

There are currently 247 law enforcement agencies (234 police departments, 10 county sheriff departments, 2 college police departments, and state police) in total that we would like to have submitting MMUCC compliant crash reports to VISION.

The central electronic crash VISION database is accessed by the Department of Safety (DOS) Data Analysts who mines and categorizes crash data submitted by law enforcement accordingly by several data points, such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

New Hampshire Office of Highway Safety Public Participation & Engagement Plan (PPE)

Public Engagement Goals

(A) Through an annual series of three virtual public engagement sessions and two roundtables and analysis of data our office will increase understanding of the various risk factors that contribute to the rise in crashes with Serious Bodily Injuries (SBI) in New Hampshire. By Further understanding these risk factors our office will develop appropriate countermeasure strategies and implement projects while engaging with the affected communities as identified in the analysis below to reduce this trend.

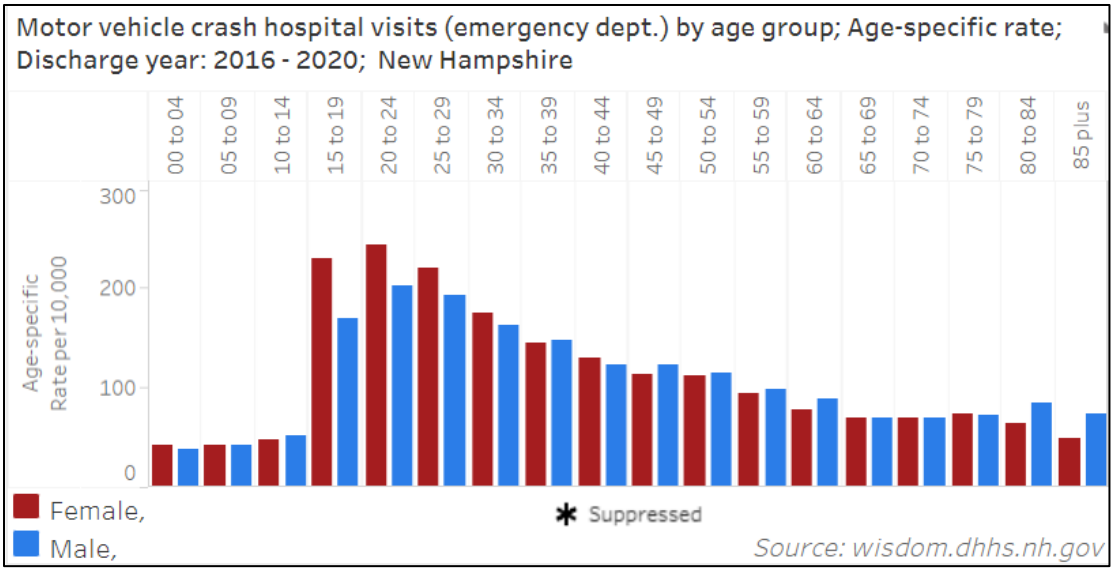
Identification of Adversely Impacted Communities

Affected Communities

(B) Our office has identified the underserved and overrepresented communities by detailed analysis of NH DHHS hospital crash related emergency room visit with discharge data and emergency room with hospital admission data for the years 2016-2020 and NH FARS data for the years 2019-2022 in comparison with the NH demographic data. The data shows male and female drivers between the ages of 15-29 with emphasis on female drivers within that age group are overrepresented in hospital emergency room visits (Chart 1) when compared to their percentage in NH demographic data (Chart 4). Detailed data analysis also evidences the need to understand why males involved in crashes with SBI between the ages of 20-29 and 75+ are overrepresented in hospital admission data as well as consistently overrepresented in overall crash fatality data (Chart 3) when compared to their percentage in the NH demographic data (Chart 4).

Admissions to hospital emergency departments (ERs) as result of crash injuries (Chart 1) were predominantly female in the same 15 to 29 age categories and after which level out to a 50% statistical average between male/female until the 80 to 85+ age category after which there is an uptick in male ER admissions.

Chart 1

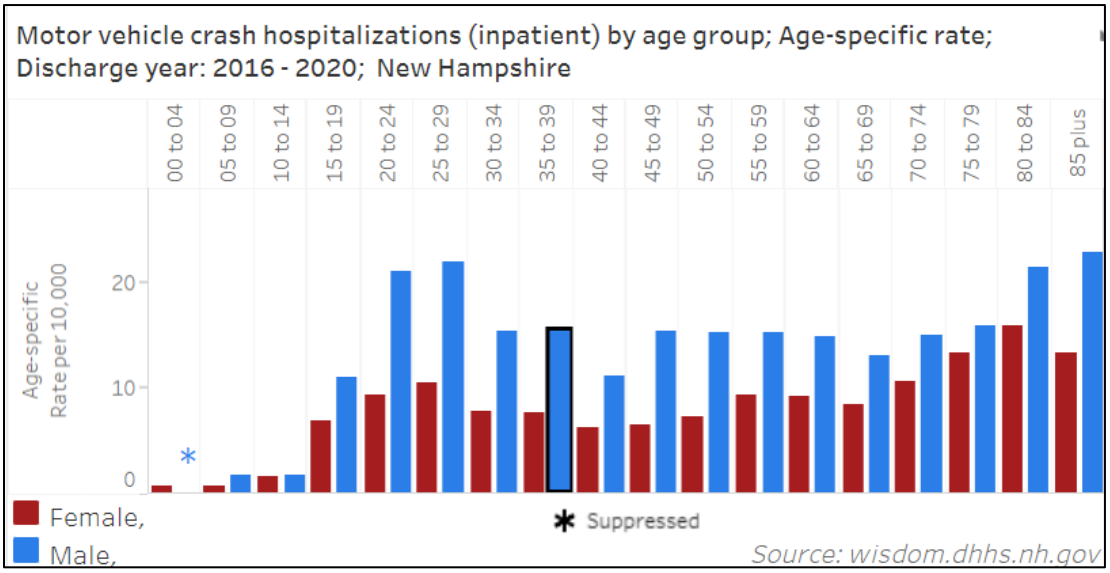


https://wisdom.dhhs.nh.gov/wisdom/topics.html?topic=motor-vehicle-crash-injuries

Crash Hospitalizations; Age & Sex

The NH DHHS statistics below (Chart 2) utilizing the years 2016 to 2020 indicate that males in all age groups make up most **inpatient** crash hospitalizations in New Hampshire with an uptick in the 15 to 29 and 80 to 85+ age categories. This means that crash injuries sustained by males were serious enough to warrant admission to the hospital.

Chart 2



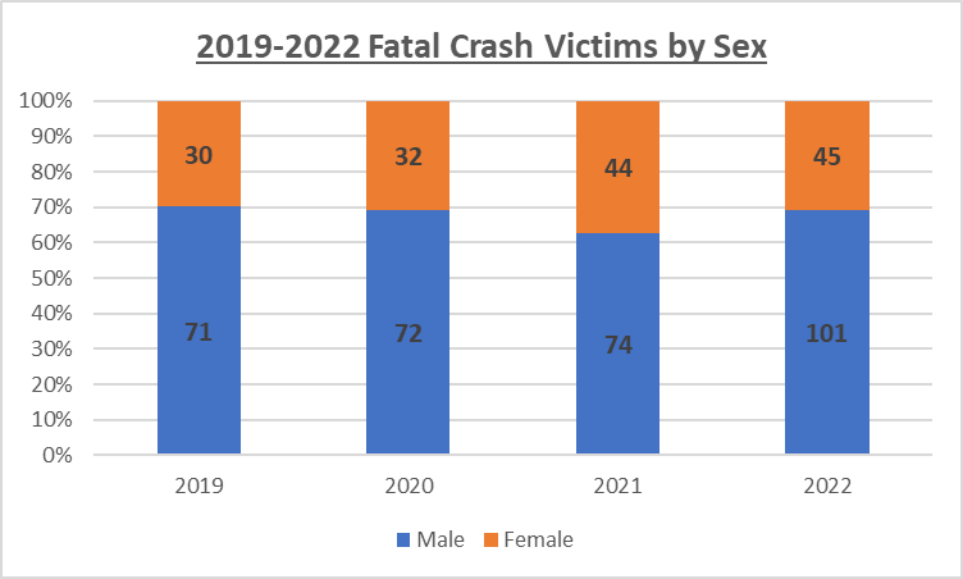
https://wisdom.dhhs.nh.gov/wisdom/topics.html?topic=motor-vehicle-crash-injuries

NH FARS Data

NH FARS data below (Chart 3) indicates from 2019-2022 that males are overrepresented in crash fatalities as it relates to their percentage of the NH population (Chart 4) with 68% of those

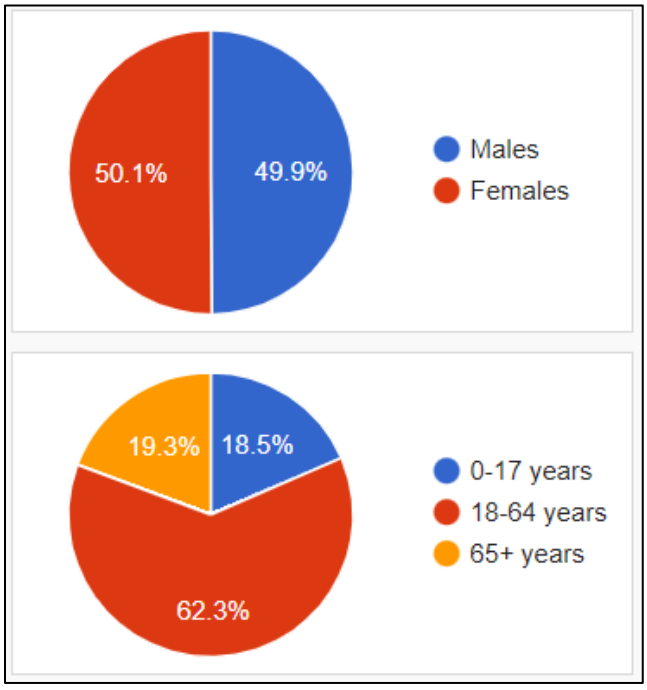
male fatalities occurring in the 20-29 and 80-85+ age groups and which corresponds to the NH DHHS hospital data.

Chart 3



2021 New Hampshire Demographic Data:

Chart 4



https://www.citypopulation.de/en/usa/admin/NH__new_hampshire/

Potentially Affected Communities

No racial identifiers of individuals involved in crashes with SBI, or fatalities was available within the above data sets to allow for a comparative analysis to be performed. However, close examination of five-year crash (Chart 5) and crash fatality (Chart 6) location data, EPA EJScreen tool and ETC Explorer tool evidence the majority of these crashes and crash fatalities are occurring in three communities, Manchester, Nashua and Concord which have the highest social vulnerability and environmental burden percentages as well as highest percentages of minority and foreign-born residents in New Hampshire.

Chart 5

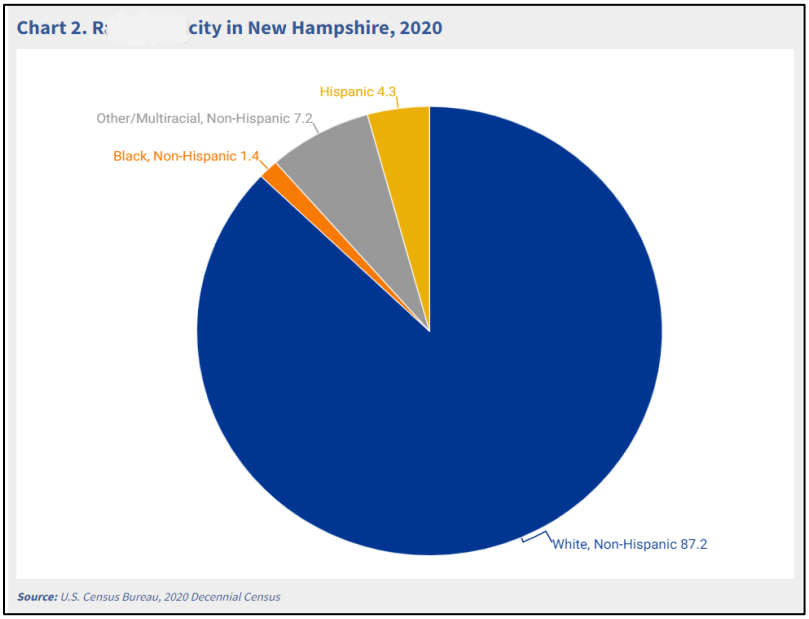
COMMUNITY	2022	2021	2020	2019	2018	2017	TOTALS
Manchester	3926	3598	3629	2789	2700	3121	**19763**
Nashua	2262	2396	2454	1717	2017	1987	**12833**
Concord	1882	1752	1698	1226	1405	1555	**9518**

Chart 6

COMMUNITY	2017-2022 CRASH FATALITY TOTALS
Manchester	**44**
Nashua	**23**
Concord	**20**

Although New Hampshire is one of the nation's least racially diverse states, the 2020 Census shows that this continues to slowly shift in the state. Nationwide, the non-Hispanic white population declined from 69.1 percent to 57.8 percent between 2000 and 2020, a drop of nearly 12 percentage points. In New Hampshire the share dropped from 95.1 percent to 87.2 percent, a decline of almost 8 percentage points. Although this was only about two-thirds the pace of the national change, the effect was still substantial: the relatively small Hispanic population and population of color more than doubled from 60,500 in 2000 to 176,880 in 2020, accounting for over three-quarters of the total population increase in this period.

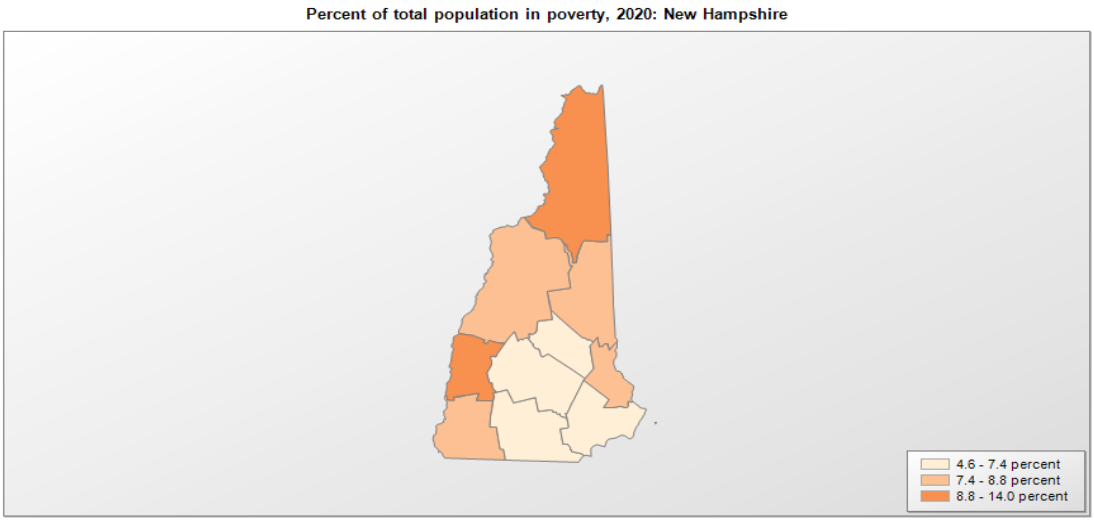
Chart 7



Multiracial and Hispanic are the next largest racial-ethnic groups in New Hampshire at 11.5 percent and Black Non-Hispanic population at 1.4 percent. Both groups doubled in size between 2000 and 2020 (Chart 7). Looking ahead, the proportion of New Hampshire's population that is minority will likely continue to grow for several reasons. For one, 20 percent of the population identifying their race as non-Hispanic white alone are over age 65 in 2019, compared to 6.9 percent of those identifying as Hispanic, Black, Asian, multiracial, or some other race being over the age of 65. Since mortality rates are higher for older adults, the high proportion of older whites will mean higher numbers of white deaths than minority deaths in the future. Given the current trends it is imperative that crash data analysis and public outreach and engagement must be inclusive in its approach to also meet the demographic changes that lay ahead.

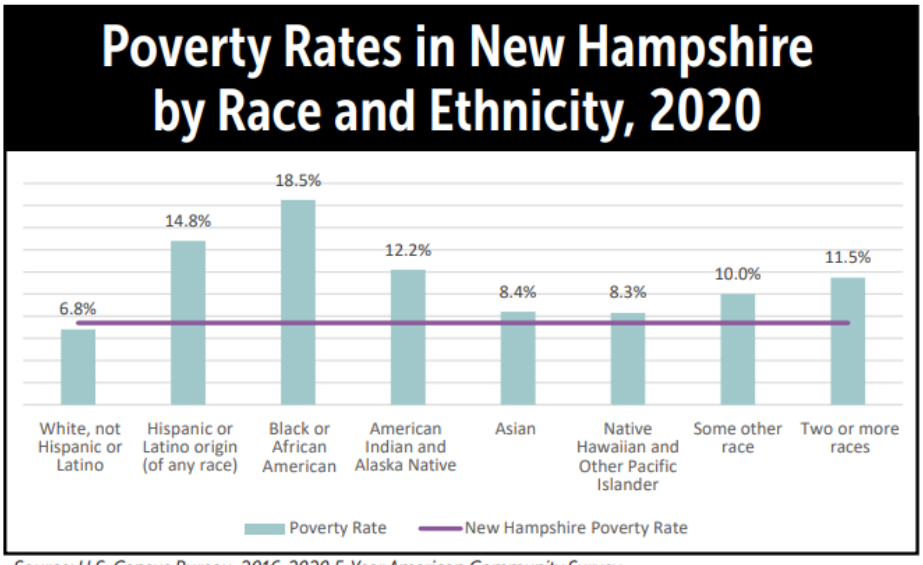
To identify rural areas (Chart 8) and communities impacted by poverty (Chart 9) our office utilizes the USDA Rural Community designation and EPA EJScreen<Ratio of income to poverty tool. 2020 data indicates that the New Hampshire Hispanic/Latino, Black/African population are primarily overrepresented in New Hampshire poverty statistics and overrepresented in communities primarily impacted by crashes (Chart 5) and crash fatalities (Chart 6).

Chart 8



https://data.ers.usda.gov/reports.aspx?ID=17826

Chart 9



Source: U.S. Census Bureau, 2016-2020 5-Year American Community Survey

https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf

ENGAGEMENT OUTCOMES

(A) The New Hampshire Office of Highway Safety's public participation and engagement plan encourages full representation from all communities and groups of people, including those who have been traditionally underserved or marginalized by race, age, disability, or socioeconomic status as required by 23 U.S.C. 402(b)(1)(B).

(1) The NHOHS conducted three (3) public *Virtual Listening Sessions (VLS)* annually which are advertised to the public for 30 days prior to the VLS. Direct invitation emails were sent to the NH Driver Education Teachers Association which primarily educates young drivers (Chart 1), the NH DHHS Bureau of Elderly Services which primarily deals with the various needs and concerns of older drivers (Chart 2) and the Bike-Walk Alliance of NH which represents and advocates for roadway safety of those that roll and walk (Charts 1, 2), the NH Alliance of Immigrants, Refugees and Overcomers Refugee Services which both represent the language and transportation needs of new Americans (Charts 5, 6, 7, 9)and the NH Business Alliance for People of Color which represents several minority owned businesses that transport both young and old individuals (Charts 1, 25, 6, 7, 9). The NHOHS has distributed informational e-Flyers and wall posters (see Appendix A) which include dates and times and VLS registration links as well as QR Codes which allow registration via smartphones. During the VLS participants will be allowed to ask questions or bring up suggestions or concerns they may have regarding the operations of the NHOHS as well as the annual Highway Safety Plan (HSP). The participants also have the opportunity to ask questions via voice or text of NHOHS staff or voice their suggestions or concerns and provide input via survey questions (See Appendix A). Participants taking the highway safety survey have a language of choice option.

(1.1) The NHOHS conducted two (2) in-person Roundtable sessions with key stakeholders who represent affected and potentially affected communities. Invited stakeholders include NHDOT, NH Driver Education Teachers Association which primarily educates young drivers (Chart 1), NH DHHS Bureau of Elderly Services which primarily deals with the various needs and concerns of older drivers (Chart 2), Bike-Walk Alliance of NH which represents and advocates for roadway safety of those that roll and walk (Charts 1, 2), NH Alliance of Immigrants and Refugees and Overcomers Refugee Services which both represent the language and transportation needs of new Americans (Charts 5, 6, 7, 9), the NH Business Alliance for People of Color which represents several minority owned businesses that transport both young and old individuals (Charts 1, 2, 5, 6, 7, 9), NH Regional Planning Commission mobility managers which primarily deals and communicates with the transportation need of both young and old, able and differently abled and rural and urban poor (Charts 1,2, 7, 8, 9) and the Disability Rights Center of NH which represents the transportation needs and concerns of those differently abled that drive, walk or roll (Charts 1, 2, , 8, 9). Invitees also included AAA of Northern New England which communicates regularly with their majority membership of drivers over the age of 65 (Chart 2) and the NH Business & Industry Association whose membership includes businesses that transport both younger and older passengers. (Charts 1, 2, 5, 6. 7, 8, 9) and the NH Business Alliance for People of Color which represents several minority owned businesses that transport both young and old individuals (Charts 1, 2, 5, 6, 7, 8, 9).

(1.2) The NHOHS created the Community Outreach & Betterment Grant that funded grantees to outreach to and engage six (6) specific categories of affected and potentially affected communities; Refugee/New American Groups, Limited English Proficiency (LEP) Groups; (Charts 5,6,7); Low-income neighborhoods (Charts 8, 9); Older drivers/low vision/hearing-impaired drivers (Chart 2); Youth Drivers; Elementary/High Schools/Driver Ed Schools (Charts 1, 2) with the goal of conducting onsite public educational highway safety presentations and explain the Safe Systems Approach to highway safety, rules of the road for those that drive, walk or roll and provide guidance to available transportation related resources. At the conclusion of the presentations the COB presentation participants will have the opportunity to respond to survey questions via SurveyMonkey (See Appendix A).

(1.3) The NHOHS worked jointly with the NHDOT on an ongoing basis to responded to communities experiencing special traffic hazard situations and acts by coordinating and based on community feedback the NHOHS funds special

traffic enforcement mobilization efforts and media campaigns. This method of joint NHOHS/NHDOT public engagement meetings will continue for the 2024-2026 period.

Accessibility Measures

(2) The VLS format allows participation by all members of the public it also provides accessibility for those individuals that have limited mobility, logistical impediments, or lack of monetary resources to travel (Chart 8, 9). The VLS will be conducted on the Zoom™ platform which has closed caption language of choice capability for participants. The e-flyer and poster are accessible and there is an accommodation request advisory noted on the e-flyer and wall poster.

The Concord, NH location for the highway safety roundtable sessions was selected by its central location within the state and its availability to public transportation and the accessibility of the facility. The roundtable sessions also are simulcast on a Teams platform to allow for public access and is closed captioned. The e-flyer and poster (Appendix A) advertising the roundtable sessions were posted for 30 days and are accessible and there is an accommodation request advisory noted on the e-flyer and wall poster. The Community Outreach & Betterment (COB) Grant provides funding to grantees for direct interpretation/translation during COB presentations and requires COB presentations to be conducted in accessible locations convenient to public transportation.

(B) Participants in the Virtual Listening Sessions and Roundtable sessions were the NH Driver Education Teachers Association, NH DHHS Bureau of Elderly Services, Bike-Walk Alliance of NH (Charts 1, 2), NH Alliance of Immigrants, Refugees, Overcomers Refugee Services, NH Business Alliance for People of Color, NH Regional Planning Commission mobility managers and Disability Rights Center of NH (Charts 5, 6, 7). Invitees also included AAA of Northern New England that has a majority membership of drivers over the age of 65 (Chart 2) and the NH Business & Industry Association whose membership includes businesses that transport both younger and older passengers in the state of New Hampshire. A summary of issues covered during both Virtual Listening and Roundtable Sessions were based on the following questions:

1. How should the Office of Highway Safety respond to the rising rate of crash fatalities?
2. How should the Office of Highway Safety respond to the rising rate of unbelted fatalities?
3. What are the barriers to people safely traveling from point A to point B on New Hampshire roadways?
4. What strategies can be implemented by the Office of Highway Safety to overcome these barriers?

5. How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
6. What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, accountability, and impact of our response to the increasing rates of crash fatalities?

The summary of public input and comment from both Virtual Listening and Roundtables were as follows:

(1) Create public service announcements (PSA) and media/social messaging that "personalizes" the death, injuries and destruction caused by crashes involving vehicles, bicyclists, pedestrians, and mobility aids. (I added "mobility aids" to include our neighbors that use wheelchairs or motorized scooters to be mobile)

Create PSAs and media/social messaging that are tailored to specific audiences and means test those PSAs with our roundtable partners prior to release.

Create PSAs and media/social messaging in various languages with emphasis on current and future language trends in New Hampshire such as, but not limited to; Spanish, Swahili, French, Nepali, Rwandan, Portuguese, Hindi, and Mandarin.

Coordinate directly with our roundtable partners to distribute PSAs, media/social messaging, and other highway safety events and materials through community listserv.

Create PSAs and media/social messaging geared toward the parents, peers, and "heroes" of youth drivers.

Provide information to our roundtable partners on any pending legislation that may impact their traveling safety.

Create PSAs and media/social messaging geared toward "Respect" for those you share the roadway with.

Education campaigns on bicycle safety with emphasis on the laws regarding the passing bicyclists in a manner that safe for both bicyclists and motorists (i.e., crossing into oncoming lane).

In addition to terrestrial radio, Facebook and Twitter increased use of Highway Safety PSAs and messaging on satellite radio and alternate social media sites such as, Podcasts, YouTube, WhatsApp, Instagram, Snapchat, Telegram, etc.

Highway Safety PSAs and messaging should be directed and tailored to the specific groups we are hoping to influence and directly delivered to cultural, sports, car & motorcycle groups, etc.

Highway Safety PSAs and messaging should be hyper focused on the most problematic routes.

Renewed use of the “Drive with Courtesy, It’s the NH Way” and “The Speed Limit is the Speed Limit” messaging.

Use of PSAs that advocate driving as a collaborative action rather than a competitive sport.

Use of personalized stories about “saved by the belt” for PSA campaign.

Office of Highway Safety support of defensive driving programs.

Increased use of preventive enforcement methods and efforts.

Office of Highway Safety collaboration with DHHS on behavioral/psychological issues that impact aggressive driving.

Distribute weekly crash statistics directly to Regional Planning Councils, community/cultural groups, driving schools, sports, car & motorcycle groups, etc.

Put permanent links on our Office of Highway Safety webpage, Facebook & Twitter to our state Homeland Security and Emergency Management alerts system as well as NOAA weather alert system.

When conducting highway safety presentations to businesses suggest the possibility of remote work for employees if travel is treacherous due to weather conditions.

Continue to forge stronger partnerships with our stakeholders.

Utilize School Resource Officers (SRO) to deliver seatbelt usage messaging.

Encourage Law Enforcement to offer safe driving class to offender in leu of a summons for first time minor motor vehicle infractions.

Office of Highway Safety educational presentations to immigrant and new American groups which include information on available state DMV resources on driver licensing, etc.

Coordinate with Gate City Coop and Regional Mobility Managers to provide Bicycle & Pedestrian roadway safety information.

(C) Input from affected and potentially affected communities have been incorporated into the development of the 2024 – 2026 triennial Highway Safety Plan.

- New program areas: Media contract with Mellissa Fifield a local NASCAR female race car driver to focus on female drivers in the 15-29 age group (Chart 1).
- Funding adjustments: Increase in existing media efforts for I-Heart Radio to appeal to the 15-29 age group (Chart 1, 2), AAA of Northern New England to focus efforts on their 65+ age group membership (Chart 2).
- New/expanded partnerships: New partnership with the NH Alliance of Immigrants and Refugees and Overcomers Refugee Services to facilitate direct highway safety messaging to those within their sphere of influence (Chart 7, 8,

9). Integrated DHHS Bureau of Elderly Affairs into our highway safety planning process (Chart 2).

- New projects: purchase of crash data analysis mapping system will layer ETC mapping data over crash and e-Citation data (Chart 7, 8, 9).
- Of the twenty-five (25) public and stakeholder suggestions received from our Virtual Listening Sessions and Roundtables noted in the above **(1)** our office is acting on and funding the above four (4) and plans to act on the remaining twenty (20) during the FFY 2024-2026.

ONGOING ENGAGEMENT PLANNING

The NHOHS will conduct three (3) public Virtual Listening Sessions each two (2) hours in duration will be conducted annually during the 2024-2026 period. Three (3) Roundtable Sessions with stakeholders to be held in the Northern, Middle, and Southern parts of the state. Community Outreach & Betterment Grant with included participant survey will continue to be expanded into affected and potentially affected communities as demographic and socioeconomic levels shift within the state. The NHOHS/NHDOT joint community meetings will continue to respond to special traffic hazard situations as the need arises.

(A) Through the continual review of input received from our annual series of three (3) virtual public engagement sessions and three (3) roundtables, Community Outreach & Betterment Grants, joint NHOHS/NHDOT community response meetings and focused funding efforts on the affected and potentially affected communities within Manchester, Nashua and Concord our office will expect to observe a reduction in 2024-2026 SBI/Fatal crashes as determined in our C-1, C-2, C-3, C-9 targets. By leveraging our resources on the gender disparity in the 15-29 age group (Chart 1) the 80+ age group (Chart 2) and the potentially affected communities within Manchester, Nashua and Concord (Charts 5, 6) we expect to observe a decline in SBI/Fatality crashes affecting all three groups.

(B) Our office has identified the underserved and overrepresented communities by detailed analysis of NH DHHS hospital crash related emergency room visit with discharge data and emergency room with hospital admission data for the years 2016-2020 and NH FARS data for the years 2019-2022 in comparison with the NH demographic data. Review of DHHS hospital admission crash data along with SBI and fatality data will be conducted annually and adjusted to focus on affected and potentially affected communities as they are revealed.

(C) The Virtual Listening Sessions format will allow for participation by all members of the public it also provides accessibility for those individuals that have limited mobility, logistical impediments, or lack of monetary resources to travel (Chart 8, 9). The VLS will be conducted on the Zoom™ platform which has closed caption language of choice

capability for participants. The e-flyer and poster are accessible and there is an accommodation request advisory noted on the e-flyer and wall poster. Our highway safety roundtable sessions will be increased with added locations within the state and will be within reach of public transportation routes. The roundtable sessions will be simulcast on a Zoom platform to allow for public access and will be closed captioned. The e-flyer and poster (Appendix A) advertising the roundtable sessions will be posed for 30 days and accessible and there will be an accommodation request advisory noted on the e-flyer and wall poster. All advertisements of listening sessions will also be directly delivered to partners for distribution to those in their sphere of influence. The Community Outreach & Betterment (COB) Grant will provide funding to grantees for direct interpretation/translation during COB presentations and require COB presentations are to be conducted in accessible locations convenient to public transportation.

(D) Input from affected and potentially affected communities will be incorporated into the HSP planning process and will be assessed on an annual basis as in section (C) of *Engagement Outcomes* and will be adjusted as additional public suggestions and comments are received. Analysis of available data will determine efficacy of existing and new programs that will be focused on affected and potentially affected communities and as a result the highway safety planning process will be modified accordingly.

APPENDIX A

Virtual Listening Sessions

The State of New Hampshire 2024 Annual Highway Safety Plan

The State of New Hampshire faces the unfortunate reality that fatal motor vehicle crashes are once again on the rise. Traffic safety professionals nationwide are experiencing this same trend; however, it is now that we must work harder than ever as we search for new and innovative ways to reduce crashes and the loss of life that results.

The New Hampshire Office of Highway Safety will host **three (3)** virtual listening sessions to gather public input to shape the development of **the 2024 Annual Highway Safety Plan (HSP)**.

The listening sessions will address the rise in vehicular fatalities and serious bodily injuries, including:

- How should the Office of Highway Safety respond to the rising rate of crash fatalities?
- How should the Office of Highway Safety respond to the rising rate of unbelted fatalities?
- What are the barriers to people safely traveling from point A to point B on New Hampshire roadways? What strategies can be implemented by the Office of Highway Safety to overcome these barriers?
- How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
- What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, accountability, and impact of our response to the increasing rates of crash fatalities?

We are also interested in hearing your input on any Highway Safety related issues that are important to you.

Register for Listening Sessions

Your thoughts and recommendations are important, and we value inclusion and access for all meeting participants. Please consider joining one of these listening sessions. Registration is required. All sessions will follow the same format and will provide the same opportunity for stakeholders to share their input. **Please register for one (1) session**:

Monday, May 22, 2023: 9:30am **to** 11:30 am. Click here to register:
https://us02web.zoom.us/webinar/register/WN_tt4JH1A7RxSQhG_0-aGfQg

Wednesday, May 24, 2023: 12:30pm **to** 2:30 pm. Click here to register:
https://us02web.zoom.us/webinar/register/WN_AhkxOv92S62qmZ3vrpTwQA

Friday, May 26, 2023: 1:30 **to** 3:30 pm. Click here to register:
https://us02web.zoom.us/webinar/register/WN_VGNBoayeRMqUnIsftuVRMw

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP). We look forward to hearing your ideas and receiving your input!

If you require accommodations, please contact us at least 48 hours prior to the meeting at hwysafetymail@dos.nh.gov or telephone number: (603) 271-2131

APPENDIX A (Cont)

NEW HAMPSHIRE OFFICE OF HIGHWAY SAFETY

2024 Annual State Highway Safety Plan

Request for Public Input on Roadway Safety Issues

The New Hampshire Office of Highway Safety Announces Three (3) Virtual Listening Sessions for Public Input on Shaping the 2024 State Highway Safety Plan

Your thoughts and recommendations are important, and we value inclusion and access for all meeting participants. Please consider joining one of these online listening sessions to help shape the 2024 New Hampshire Highway Safety Plan. Registration is required. All sessions will follow the same format and will provide the same opportunity for the public to share their input or concerns.

Please scan **one** of the **QR codes** below to register for a session that is convenient for you:

Monday, May 22, 2023: 9:30am to 11:30 am

Wednesday, May 24, 2023: 12:30pm to 2:30 pm

Friday, May 26, 2023: 1:30 to 3:30 pm

If you require accommodations, please contact our office at least 48 hours prior to the meeting at 603-271-2131

NH OFFICE OF HIGHWAY SAFETY

NHTSA

NEW HAMPSHIRE'S HIGHWAY SAFETY MATTERS!

NH Office of Highway Safety Public Survey

Your thoughts and recommendations are important, so we are offering this survey to provide the opportunity for interested parties in New Hampshire to participate.

The State of New Hampshire faces the unfortunate reality that fatal motor vehicle crashes are once again on the rise. Traffic safety professionals nationwide are experiencing this same trend, and we all must work harder than ever as we search for new and innovative ways to reduce crashes and resulting fatalities.

The New Hampshire Office of Highway Safety will use the information gathered from the public through this survey to help shape the development of the 2024 Annual Highway Safety Plan (HSP) and to implement countermeasures to save lives on NH roads.

https://www.surveymonkey.com/r/OHS-LISTENING-SESSIONS

The New Hampshire Office of Highway Safety

Invites you to participate in a roundtable to gain your organizations input on our 2024 Annual Highway Safety Plan

DATES & TIMES:
May 31, 2023, > 10:00AM-12:00PM
June 6, 2023, > 10:00AM-12:00PM

LOCATION:
National Safety Council of Northern New England,
2 Whitney Road, #11, Concord, NH 03301
The Eversource Room

The New Hampshire Office of Highway Safety is holding a roundtable discussion to solicit feedback from our stakeholders on our annual Highway Safety Plan (HSP) and provide an opportunity to share ideas and provide suggestions for implementation of our states annual HSP. We invite you to send a representative to our roundtable to contribute your unique perspectives and ideas about important highway safety issues that impact the motoring, walking, or rolling members of the public. This is a great opportunity to assist our office in shaping the 2024 State of New Hampshire Highway Safety Plan by voicing any specific needs and/or concerns of your membership. We look forward to your participation in one or both roundtables. Thank you very much!

APPENDIX A (cont.)

Highway Safety Survey Questions:

1. What is your age group?

Under 16	41 – 50
16 – 20	51 – 60
21 – 30	61 – 70
31 - 40	71 +

2. What is your driving experience?

- O Learning
- O Newly licensed driver
- O Established driver
- O Professional/Commercial driver

3. What county do you live in?

Rockingham	Belknap
Hillsborough	Carroll
Cheshire	Grafton
Merrimack	Coos
Sullivan	

4. How should the Office of Highway Safety respond to the rising rate of crash fatalities? **(Rank in the order of most to least important)**

	Most Important		Neutral		Least Important
Enforcement Efforts	o	o	o	o	o
Public Service Announcements (Media)	o	o	o	o	o
Educational Outreach (Community Engagement)	o	o	o	o	o
Message Boards (Roadside Signs)	o	o	o	o	o
Law Changes (Seat belt law, Helmet law, etc.)	o	o	o	o	o

5. How should the Office of Highway Safety respond to the rising rate of unbelted fatalities? (Select 1 or more choices)

Enforcement Efforts
Public Service Announcements (media)
Educational Outreach (community engagement)
Message Boards (roadside signs)
Law Changes (Seatbelt law, Helmet Law, etc.)
Other (please specify)

6. What are the barriers to people safely traveling from point A to point B on New Hampshire roadways? What strategies can be implemented by the Office of Highway Safety to overcome these barriers?

7. How can the New Hampshire Office of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?

8. What strategies can be implemented by the New Hampshire Office of Highway Safety to improve the efficiency, effectiveness, and impact of our response to the increasing rates of crash fatalities?

9. Do you know of an individual or organization that could partner with the New Hampshire Office of Highway Safety to help make our roads safer? (Please provide company/organization names, individuals names, positions, etc... and their contact information

10. Where did you learn about this survey?

Community Outreach and Betterment Grant (COB Grant) Presentation	Office of Highway Safety Twitter Account
Office of Highway Safety Flyer	Office of Highway Safety Instagram
Office of Highway Safety Website	Office of Highway Safety Partner
Office of Highway Safety FaceBook Page	Office of Highway Safety Presentation
Other (Please Specify)	

11. If you attended an OHS or Community Outreach and Betterment (COB) Presentation,

please provide the following information:

Date, Location and Organization presenting.

12. Would you like a follow up email to your survey?

- O No
- O Yes (Please leave your first name and email address)

End of document

Performance Plan (2024, 2025, 2026)

Sort Order	Target Identifier	Performance Measure Title	Target Period	2023 Target Baseline/Current Safety Level	2024 Target Benchmark (2020-2024)	2025 Target Benchmark (2021-2025)	2026 End Target (2022-2026)
1	C-1	C-1) Number of traffic fatalities (FARS)	5 Year	123.2	120.0	122.0	121.6
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	509.6	509.6	502.4	499.6
3	C-3	C-3) Fatalities/VMT (FARS, DOT)	5 Year	.933	0.933	.933	.927
4	C-4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	48.2	48.2	48.2	48.2
5	C-5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	5 Year	38.6	37.8	36.8	34.2
6	C-6	C-6) Number of speeding-related fatalities (FARS)	5 Year	48.2	44	44	43.4
7	C-7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	24.8	24.8	23.6	22
8	C-8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	15.6	15.6	14.4	12.6
9	C-9	C-9) Number of drivers under age 21 involved in fatal crashes (FARS)	5 Year	11	8	7	6
10	C-10	C-10) Number of pedestrian fatalities (FARS)	5 Year	10.8	12.2	10.8	10.6
11	C-11	C-11) Number of bicyclists fatalities (FARS)	5 Year	1.6	2	1.8	1.6
13	B-1/C-13	B-1/C-13) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	75.5	76	76.2	76.4
16	A-4	A-4) Number of Distraction/Inattention Fatal Crashes	5 Year	5.8	5.6	4.8	4.6
17	A-5	A-5) TR E-Ticket Advancement	Annual	134	140	145	150

Performance Target: **C-1) Number of Traffic Fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
1	C-1	C-1) Number of traffic fatalities (FARS)	5 Year	120.0	122.0	121.6

2024 Performance Target

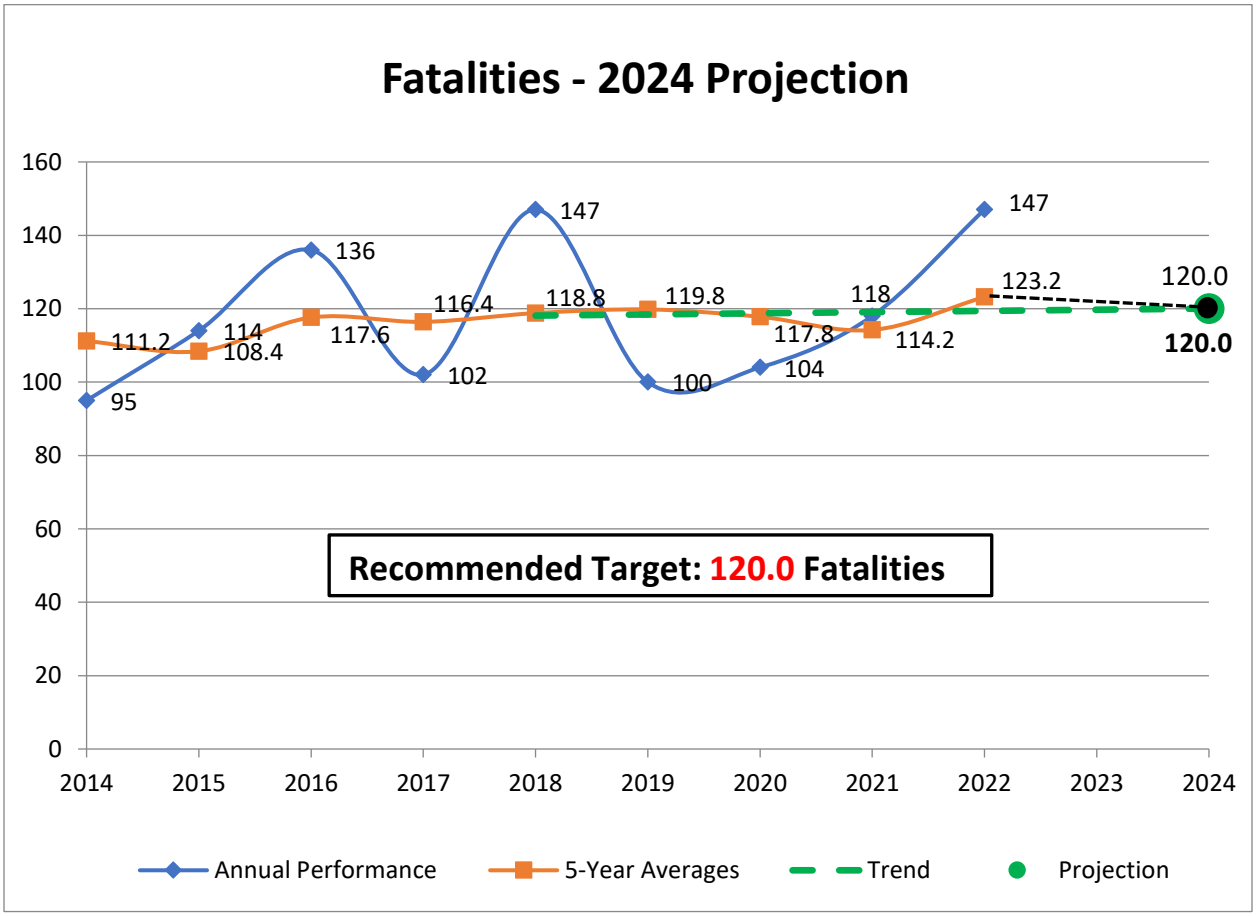
C-1 Projection - Fatalities: Decrease fatalities from 123.2 (2018-2022) average to 121.6 for the (2022-2026) average.
Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

Performance Justification

The 2025 five-year (2021-2025) average target of 122.0 represents an increase in fatalities from the 2024 five-year (2020-2024) average of 120.0. The 2025 target was calculated after removing the 2020,104 low fatality number from the average (2021-2025) and replacing with 2021 118, 2022 146, 2023 115.5, 2024 115.5, and 2025 115.5 (2023, 2024, 2025 estimated using 115.5 comparable to the mean of the last decades performance)

It is anticipated that fatalities may increase because of the following factors. Since 2020 (gas was the lowest at $1.85 in NH), gas has more than doubled potentially causing more people to purchase motorcycles (currently in 2023 there are 4 less motorcycle fatalities (8) than in 2022 (12) last year), scooters, electric bikes, etc. or turn to walking to save on gas, as this and inflation continues to increase. Novice motorcyclist are of particular concern in contributing to fatalities as they lack experience and may not have attended the important motorcycle training to keep them safe. However, in an effort to decrease fatalities from 2023 thru 2026 the OHS will continue to; conduct corridor saturation enforcement and regional DUI saturation efforts, involve the public in resolving highway safety issues (i.e., listening sessions, community outreach, conferences, meetings, etc.), conduct impaired driving/motorcycle taskforce meetings, inform the public of important highway safety concerns through media messaging, connect more law enforcement partners to be able to submit MMUCC 5/6 reports electronically to the DMV VISION system to allow for more timely, accurate data to be reviewed, etc. From 2023 thru 2026, funds will also continue to support programs to provide education and outreach on highway safety topics to reduce fatalities. The Community Outreach and & Betterment program and the public participation and engagement meetings will continue to provide important highway safety related feedback from the public to use to potentially guide the implementation of countermeasures in FFY 2024 thru FFY 2026 HSP to help lower fatalities. Adjustments to countermeasures in the FFY 2024 thru 2026 HSP will be

made when needed based on problem identification and trending highway safety concerns. The yearly fatality projection values (in the chart below) show fatalities are increasing from 2020 (104) to 2022 (146). During the same period (June 12, 2023), the current 2023 fatality number (44), is close to the 2022 fatality number (50), recorded on June 12, 2022. The fatality chart below shows fatalities (annual performance and 5-year averages) increasing dramatically. The OHS is reviewing fatalities on a weekly basis and is seeing that fatalities are not changing to a substantial positive degree from the same period last year (down only 12 percent). Until fatality numbers start to be reduced to a more substantial degree, the OHS remains cautiously optimistic that we will meet our targets set through 2026.



Performance Target: **C-2) Number of Serious Injuries in Traffic Crashes (State Crash Data File)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)

2	C-2	C-2) Number of Serious Injuries in Traffic Crashes	5 Year	509.6	502.4	499.6

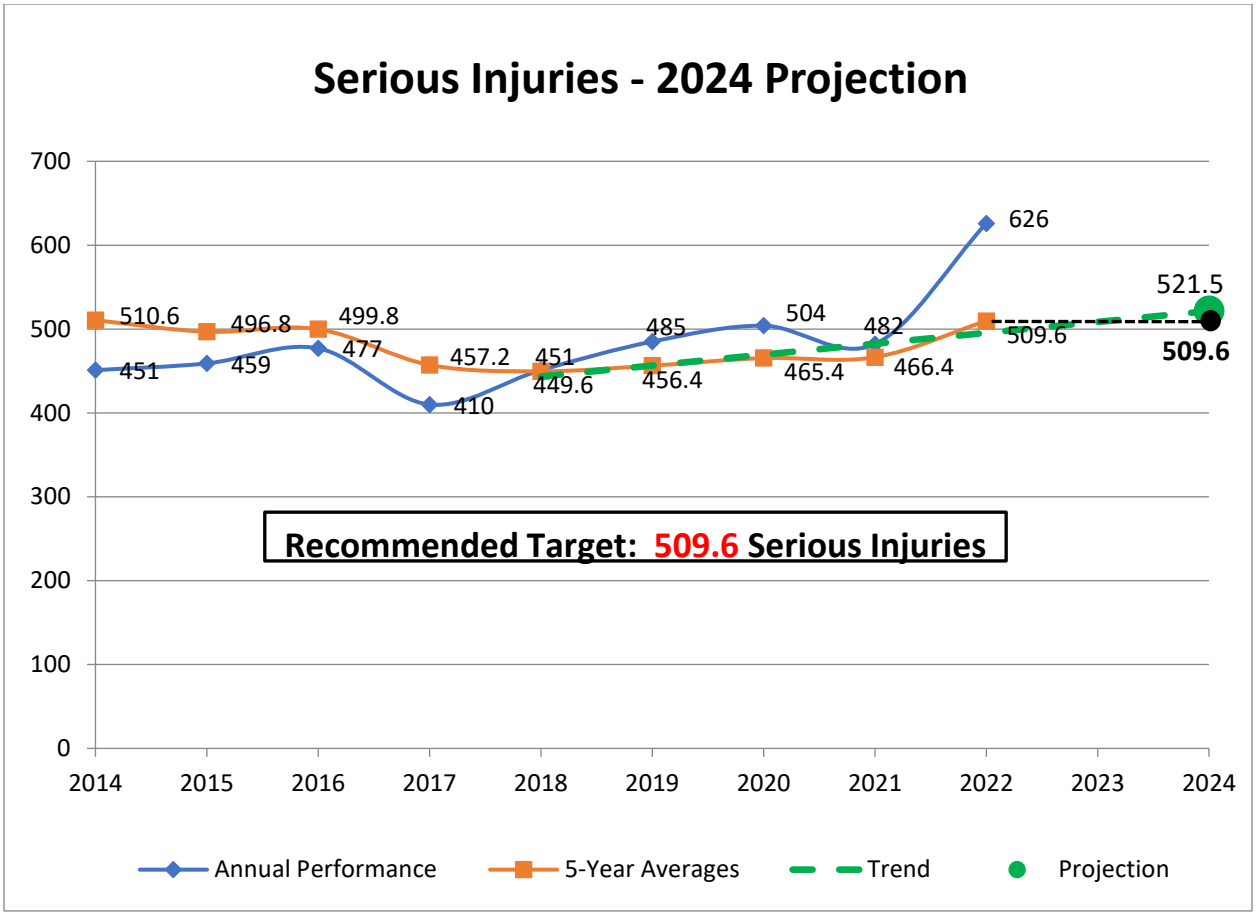
2024 Performance Target

C-2 Projection - Serious Injuries: Decrease serious injuries from 509.6 from the (2018-2022) average to 499.6 (2022-2026) average.
Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

Performance Justification

For FFY 2024, the NH OHS is predicting to maintain the five-year (2020-2024) average target at 509.6 serious injuries from the baseline five-year (2018-2022) average of 509.6. The 2024 five-year (2020-2024) average target of 509.6, was calculated after removing the 2019, 485, relatively lower, serious injury number from the average (2020-2024) and replacing it with 2020 504, 2021 482, 2023 468, and 2024 468 (2023, 2024, estimated using 468.0 comparable to the better recent years). The decrease in the 2025, and 2026 targets were calculated using lower numbers (estimated in the 2023, 2024, 2025 and 2026 years of the five-year averages),468.0, comparable to better recent years to reduce serious injury (2025&2026) targets.

At the completion of the 2022 calendar year, NH had 626 serious bodily injury (SBI) crashes. A 30 percent increase in serious injury crashes from 2021(482). The chart below shows an increase in the serious injury trend line and is predicting an increase in SBI crashes thru 2024. To reduce these serious injury crashes from occurring from 2023 thru 2026 the OHS will continue to; conduct corridor saturation enforcement and regional DUI saturation efforts, involve the public in resolving highway safety issues (i.e., listening sessions, community outreach, conferences, meetings, etc.), conduct impaired driving/motorcycle taskforce meetings, inform the public of important highway safety concerns through media messaging, connect more law enforcement partners to be able to submit MMUCC 5/6 reports electronically to the DMV VISION system to allow for more timely, accurate data to be reviewed, etc. From 2023 thru 2026, funds will also continue to support programs to provide education and outreach on highway safety topics to reduce serious injury crashes. The Community Outreach and & Betterment program and the public participation and engagement meetings will continue to provide important highway safety related feedback from the public to use to potentially guide the implementation of countermeasures in FFY 2024 thru FFY 2026 HSP to help lower serious injury crashes. Adjustments to countermeasures in the FFY 2024 thru 2026 HSP will be made when needed based on problem identification and trending highway safety concerns.



Performance Target: **C-3) Fatalities/VMT (FARS, FHWA)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
3	C-3	C-3) Fatalities/VMT (FARS)	5 Year	.933	.933	.927

2024 Performance Target

C-3 Projection – Fatalities/VMT: Decrease Fatalities/VMT from 0.933 (2018-2022) average to .927 (2022-2026) average.
Note: This performance target was agreed upon by the NH Department of Transportation and the NH Office of Highway Safety.

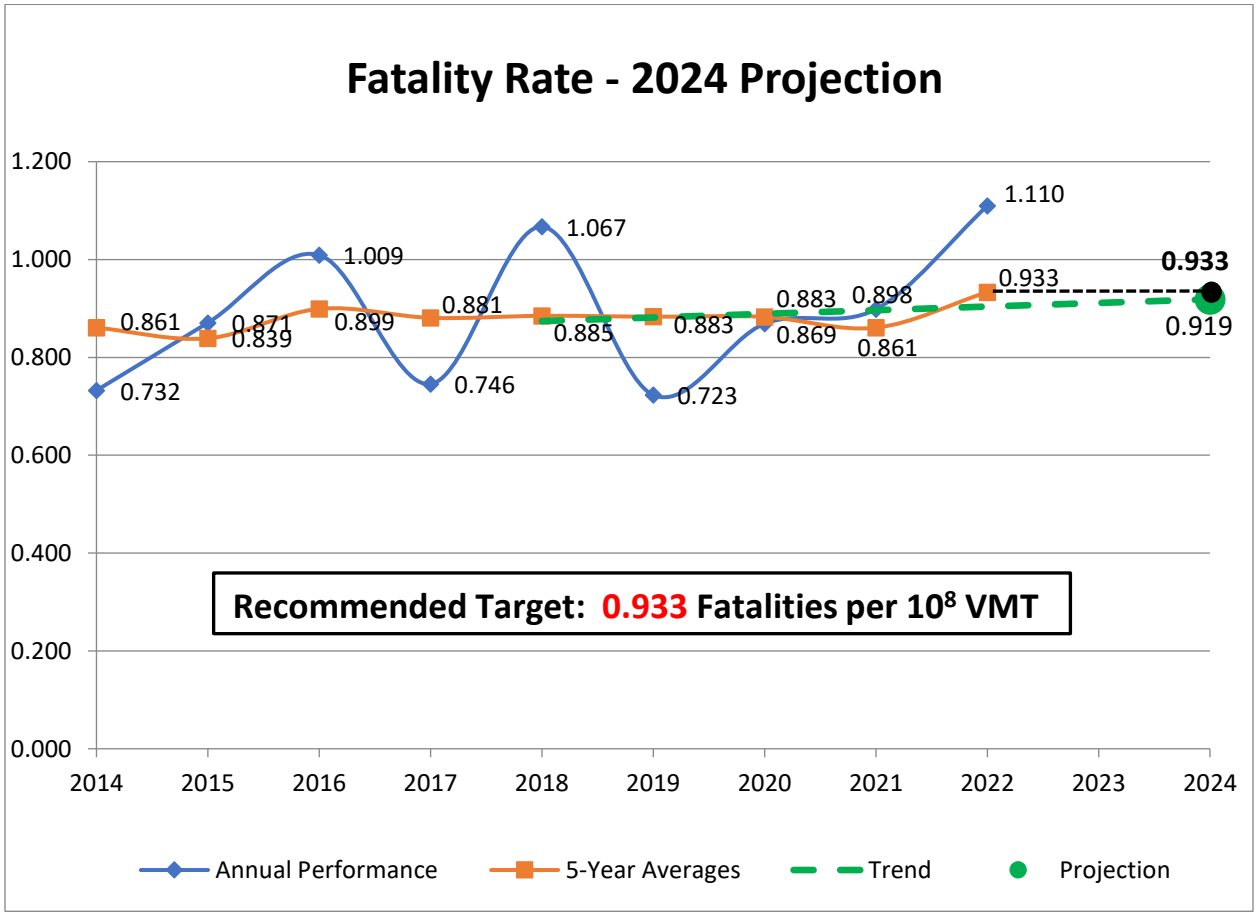
Performance Justification

For FFY 2024, the NH OHS is predicting to maintain the five-year (2020-2024) average target at .933 fatalities/VMT from the baseline five-year (2018-2022) average of .933. The 2024 five-year (2020-2024) average target of .933, was calculated after removing the 2019 .73, lower, fatality/VMT rate year from the average (2020-2024) and replacing it with 2020 .869, 2021 .898, 2022 1.110. 2023 .894, and 2024 894. (2023, 2024, estimated using .894 comparable to prior years). Also, the 2025 five-year (2021-2025) average fatality/VMT target of .933 maintains the fatality/VMT target from the 2024 five-year (2020-2024) average of .933. The 2025 five-year (2021-2025) average target of .933, was calculated after removing the 2020 .869, relatively lower, fatality/VMT rate year from the average (2021-2025) and replacing it with 2021 .898, 2022 1.110, 2023 .894, 2024 .894, and 2025 .894 (2023, 2024, and 2025 estimated using .894 comparable to prior years). The 2026 five-year (2022-2026) average target of .927 is a decrease from the 2024 (.933) and 2025 (.933) years. The 2026 target (.927) was calculated after removing the 2021 .898, relatively lower, fatality/VMT rate year from the average (2022-2026) and replacing it with 2022 1.110, 2023 .894, 2024 .894, 2025 .894 (2023, 2024, and 2025 estimated using .894 comparable to prior years), and 2026 .869 (estimated using 2020 .869 number) to decrease the fatality/VMT (2022-2026) end target.

In the Fatality/VMT chart below, the fatality rate trend lines (annual performance, 5-year average, and trend line) shows the fatality/VMT rate increasing from 2021 to 2022 substantially. The 2022 yearly and average fatality/VMT trend lines in the chart below also show that the fatality/VMT is higher than all years going back to 2014. Fatalities in the last decade have shown wide variation over a one to two-year cycle, with the 2022 fatality/VMT being the highest recorded value for the decade. The OHS feels cautiously optimistic that we can meet our Fatality/VMT targets predicted for 2024 thru 2026. It is anticipated that vehicle miles travelled (VMT) may also continue to increase thru 2026, as many people are not taking for granted the freedom to visit and travel that was lost during COVID.

It is anticipated that fatalities may increase because of the following factors. Since 2020 (gas was the lowest at $1.85 in NH), gas has more than doubled potentially causing more people to purchase motorcycles (Currently in 2023 there are 4 less motorcycle fatalities (8) than in 2022 (12) last year), scooters, electric bikes, etc. or turn to walking to save on gas, as this and inflation continues to increase. Novice motorcyclist are of particular concern in contributing to fatalities as they lack experience and may not have attended the important motorcycle training to keep them safe. However, in an effort to decrease fatalities from 2023 thru 2026 the OHS will continue to; conduct corridor saturation enforcement and regional DUI saturation efforts, involve the public in resolving highway safety issues (i.e., listening sessions, community outreach, conferences, meetings, etc.), conduct impaired driving/motorcycle taskforce meetings, inform the public of important highway safety concerns through media messaging, connect more law enforcement partners to be able to submit MMUCC 5/6 reports electronically to the DMV VISION system to allow for more timely, accurate data to be reviewed, etc. From 2023 thru 2026, funds will also continue to support programs to provide education and outreach on highway safety topics to reduce fatalities. The Community Outreach

and & Betterment program and the public participation and engagement meetings will continue to provide important highway safety related feedback from the public to use to potentially guide the implementation of countermeasures in FFY 2024 thru FFY 2026 HSP to help lower fatalities. Adjustments to countermeasures in the FFY 2024 thru 2026 HSP will be made when needed based on problem identification and trending highway safety concerns.



Performance Target: **C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
4	C-4	C-4) Number of Unrestrained Passenger Vehicle Occupant	5 Year	48.2	48.2	48.2

		Fatalities, All Seat Positions (FARS)				

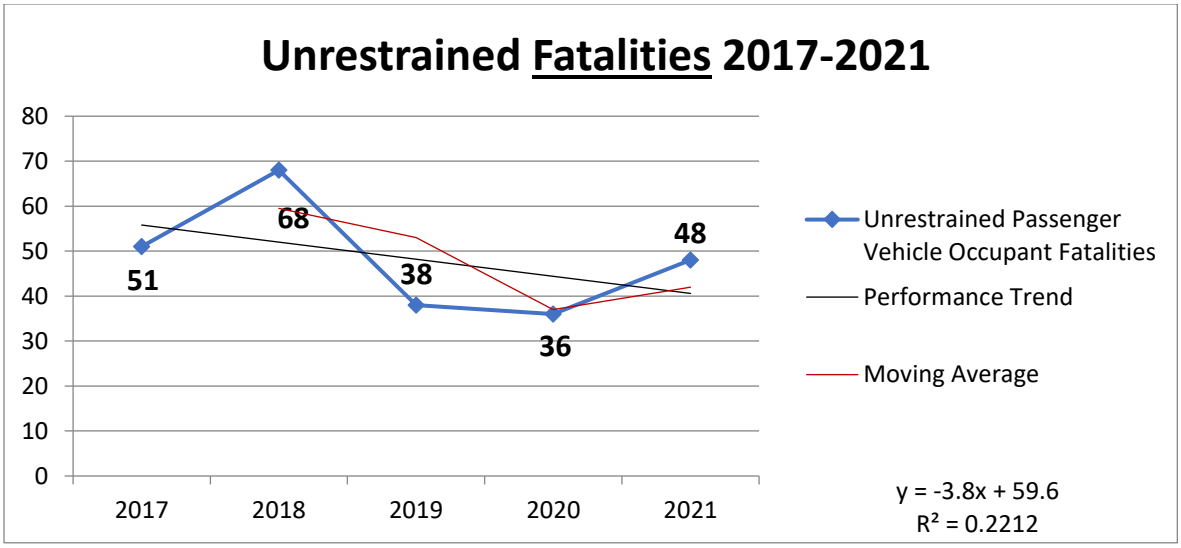
2024 Performance Target

C-4 Projection – Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS): Maintain unrestrained fatalities from 48.2 (2017-2021) average to 48.2 (2022-2026) average.

Performance Justification

The NH OHS is predicting to maintain unrestrained fatalities from the 48.2 baseline (2017-2021) average to 48.2 (2022-2026) average unrestrained fatalities. The 2024 five-year (2020-2024) unrestrained fatality target of 48.2 is maintained from the unrestrained fatalities baseline (2017-2021 average) of 48.2. The 2024 five-year (2020-2024) average target of 48.2, was calculated after removing the 2019 38, higher, unrestrained fatality number from the average (2020-2024) and replacing it with 2020 36, 2021 48, 2022 56, 2023 53 (2023 estimated number reduced but in close comparison to numbers in 2022 during the same period), and 2024 48 (2024 estimated number using 2021 number of 48 to maintain unrestrained fatalities). Also, the 2025 five-year (2021-2025) average unrestrained fatality target of 48.2 is maintained from the 2024 five-year (2020-2024) average of 48.2. This 2025 five-year (2021-2025) average target of 48.2, was calculated after removing the 2020 36, lower, unrestrained fatality number from the average (2021-2025) and replacing it with 2021 48, 2022 56, 2023 53 (2023 estimated number reduced but comparable to similar unrestrained fatality numbers in 2022 during the same period), and 2024 47 (estimated comparable number from 2021 but reduced slightly), and 2025 37 (estimated number comparable to 2020 but increased slightly to maintain unrestrained fatalities at the baseline average of 48.2).

Fatality data reported as of June 12, 2023, indicated that we have 17 unrestrained fatalities, 10 less unrestrained fatalities, than the same period in 2022 of 27 recorded. However, it is possible that we may have the same number of unrestrained fatalities in 2023 as in 2022 (56). In FFY 2023 thru FFY 2026, the NH OHS will continue to plan for additional enforcement initiatives (Join the NH Clique, corridor saturation, and regional DUI saturation patrols), as well as provide funding for education and messaging, to include the Community Outreach and & Betterment program. This along with public participation and engagement meetings will communicate the importance of wearing a seat belt to the public and receive important highway safety related feedback to implement countermeasures in the FFY 2024 thru FFY 2026 HSP to help lower unrestrained fatalities. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows unrestrained fatalities increasing (increasing yearly value and moving average).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
5	C-5	C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5 Year	37.8	36.8	34.2

2024 Performance Target

C-5 Projection – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS): Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average.

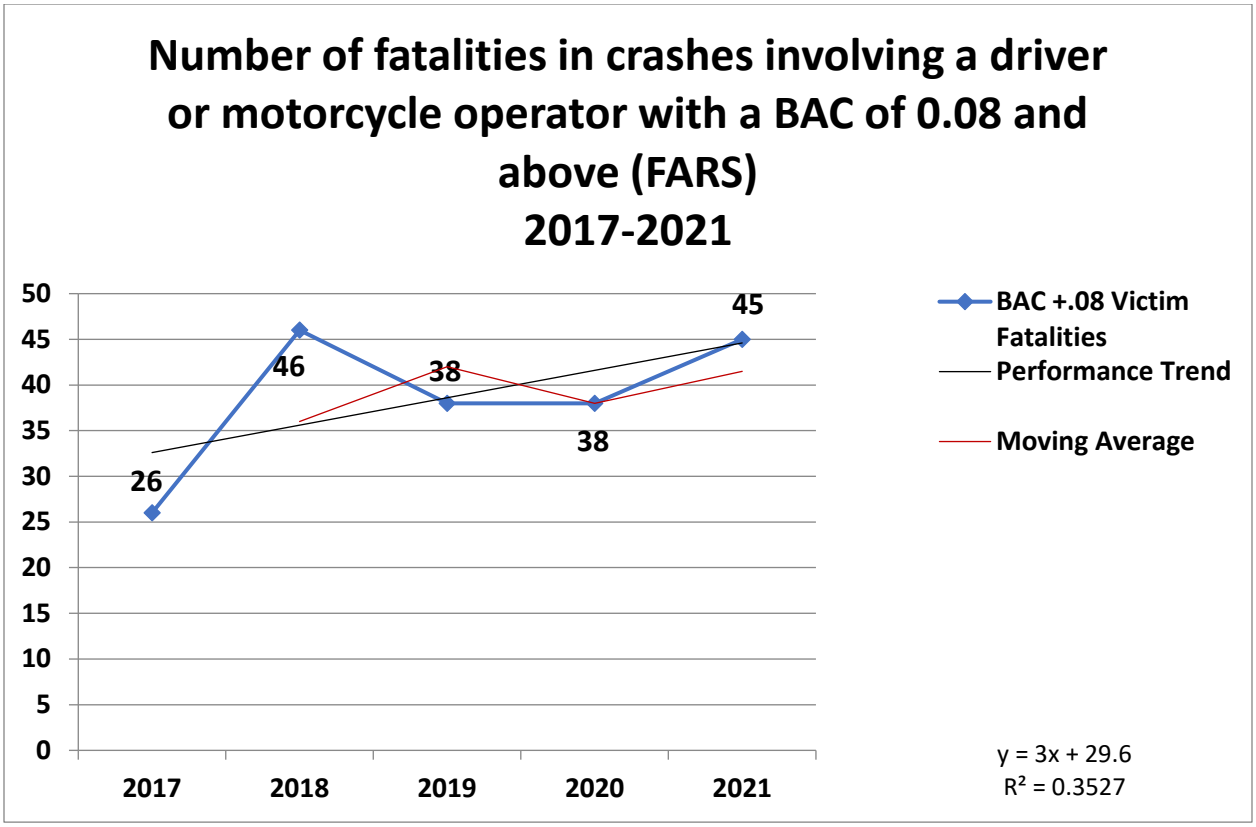
Performance Justification

The NH OHS is predicting to decrease alcohol (BAC of .08 and above) impaired fatalities from the 38.6 baseline (2017-2021) average to 34.2 (2022-2026) average.

The NH OHS is predicting to decrease the 2024 (2020-2024) average target to 37.8 alcohol (BAC of .08 and above) impaired fatalities from the baseline (2017-2021) average target of 38.6. Also, predicted, is a decrease in the 2025 (2021-2025) average target of 36.8 from the 2024 (2020-2024) average target of 37.8. Lastly, the 2026 (2022-2026) average end target of 34.2 is a decrease from the 2025 (2021-2025) average target of 36.8. The decrease in the 2024, 2025, and 2026 targets were calculated using lower numbers (estimated in the 2023, 2024, 2025 and 2026 years of the five-year averages) slightly increased (32, 33, 34) but comparable to the 2017 lower alcohol .08 fatality number of 26 to reduce alcohol .08 fatalities targets.

Motorists driving impaired by alcohol continues to be a problem on roads throughout New Hampshire. Currently, the State of NH has a chemical test refusal rate (post-arrest) of nearly 70%. That percentage exceeds many of the states in our region; for example, the State of Vermont has an 18% refusal rate, the State of Maine has a 16% refusal rate. The NHOHS was tasked with determining the reasons for this large disparity and to make recommendations to address the problem. At the conclusion of our review, we recommended strengthening the Administrative License Suspension (ALS) penalties, so they are more in line with the states that have lower refusal rates. States like Maine and Vermont have statutes with penalties far more significant for a refusal as opposed to consenting to a test. In the State of New Hampshire, the administrative penalties for a refusal mirror those for consenting to a chemical test, so the corresponding refusal rate is of little surprise. Making changes to the NH ALS statute is a legislative endeavor, and the OHS has recommended to the Commissioner of the Department of Safety to work with our legislators to enhance our existing statute and increase the penalty for a chemical refusal. The NH OHS continues to work to reduce the number of alcohol related fatalities through a variety of means. The NH OHS will continue to work with NH Police Standards and Training to increase ARIDE (Advanced Roadside Impaired Driving Enforcement) training provided to NH law enforcement to reduce the number of alcohol related fatalities. This ARIDE training is intended to be a bridge between standardized field sobriety testing (SFST) and the DRE program. ARIDE requires students to demonstrate a high level of proficiency in the administration of SFST's which translates roadside to the more accurate identification of impaired drivers.

The NH OHS will continue to plan for additional enforcement (NHTSA's Drive Sober Or Get Pulled Over patrols, corridor saturation and regional DUI saturation patrols), education and messaging, to include the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance to not drive while impaired and to receive important highway safety related feedback to implement countermeasures in the FFY 2026 HSP to help lower impairment related fatalities. The NH Impaired Driving Taskforce and the NH Motorcycle Taskforce and partners will also provide important insight to improving the impaired driving problem on New Hampshire roads to reduce these related fatalities. Adjustments to countermeasures in the FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows alcohol .08 fatalities increasing (moving average and the performance trend lines).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-6) Number of Speeding-Related Fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
6	C-6	C-6) Number of Speeding-Related Fatalities (FARS)	5 Year	44	44	43.4

2024 Performance Target

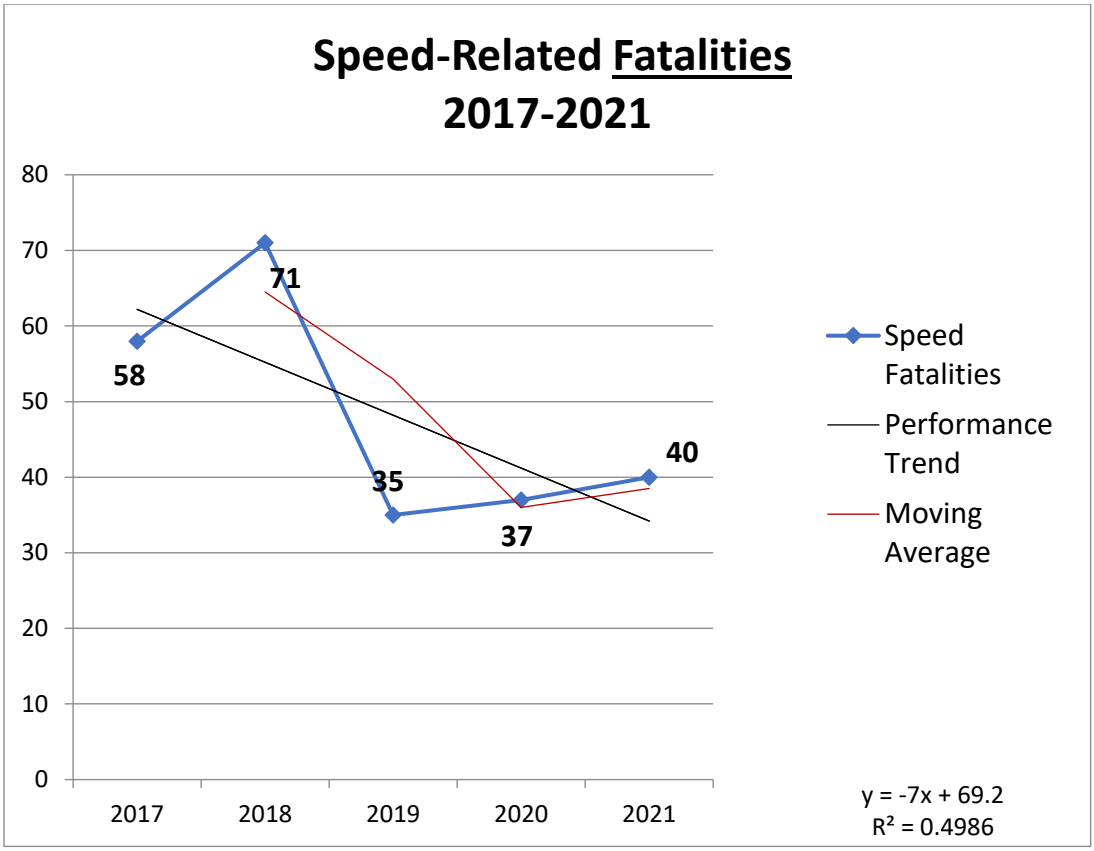
C-6 Projection – Number of Speeding-Related Fatalities (FARS): Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average.

Performance Justification

The NH OHS is predicting to decrease speed-related fatalities from the 48.2 baseline (2017-2021) average to 43.4 (2022-2026) average.

For FFY 2024, the NH OHS is predicting to decrease the five-year (2020-2024) average target to 44 from the baseline (2017-2021) average of 48.2. The 2025 five-year (2021-2025) average speeding-related fatality target of 44 maintains the same target number (44) as 2024 and does not represent an increase or decrease in the speed-related fatality target. Lastly, the 2026 (2022-2026) average end target of 43.4 is a decrease from the 2024 & 2025 average target of 44. The decrease in the 2026 target was calculated using lower numbers (estimated in the 2025 and 2026 year of the five-year average) comparable to the 2020 lower speed-related fatality number of 37 to reduce this target.

Speeding continues to be a concern on New Hampshire roads. In 2020, 17.9% of speed incidents were over 90 MPH and 1.6% of the speed incidents were over 100 MPH. In 2021, 27.6% of speed incidents were over 90 MPH and 3.2% of the speed incidents were over 100 MPH. In 2022, 27.7% of speed incidents were over 90 MPH and 2.8% of the speed incidents were over 100 MPH. The NH OHS recognizes that this is a problem that needs to be addressed and will place special emphasis on preventing speed-related fatalities for FFY 2023 thru FFY 2026. The NH OHS will continue to work with all law enforcement partners to coordinate special enforcement initiatives. In 2024, speed saturation corridor enforcement patrols and regional saturation enforcement patrols, on high crash corridors and within locations of the state where speeding is a concern, will be conducted. The NH OHS will continue to partner with the Department of Transportation and our law enforcement partners to use message sign boards to inform the motoring public of posted speed limits on roads. The NH OHS will also continue to support education and speed related messaging (PSA's, social media, geofenced speed messaging to reduce speeding, etc.). The Community Outreach and & Betterment program, as well as the public participation and engagement meetings will communicate the importance of driving safely and to not speed. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in FFY 2024 thru FFY 2026 HSP to help lower speed-related crashes and the resulting fatalities. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows the speed-fatalities increasing (moving average trend line).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-7) Number of Motorcyclist Fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
7	C-7	C-7) Number of Motorcyclist Fatalities (FARS)	5 Year	24.8	23.6	22

2024 Performance Target

C-7 Projection – Motorcycle Fatalities: Decrease motorcycle fatalities from 24.8 (2017-2022) average **to 22** (2022-2026) average.

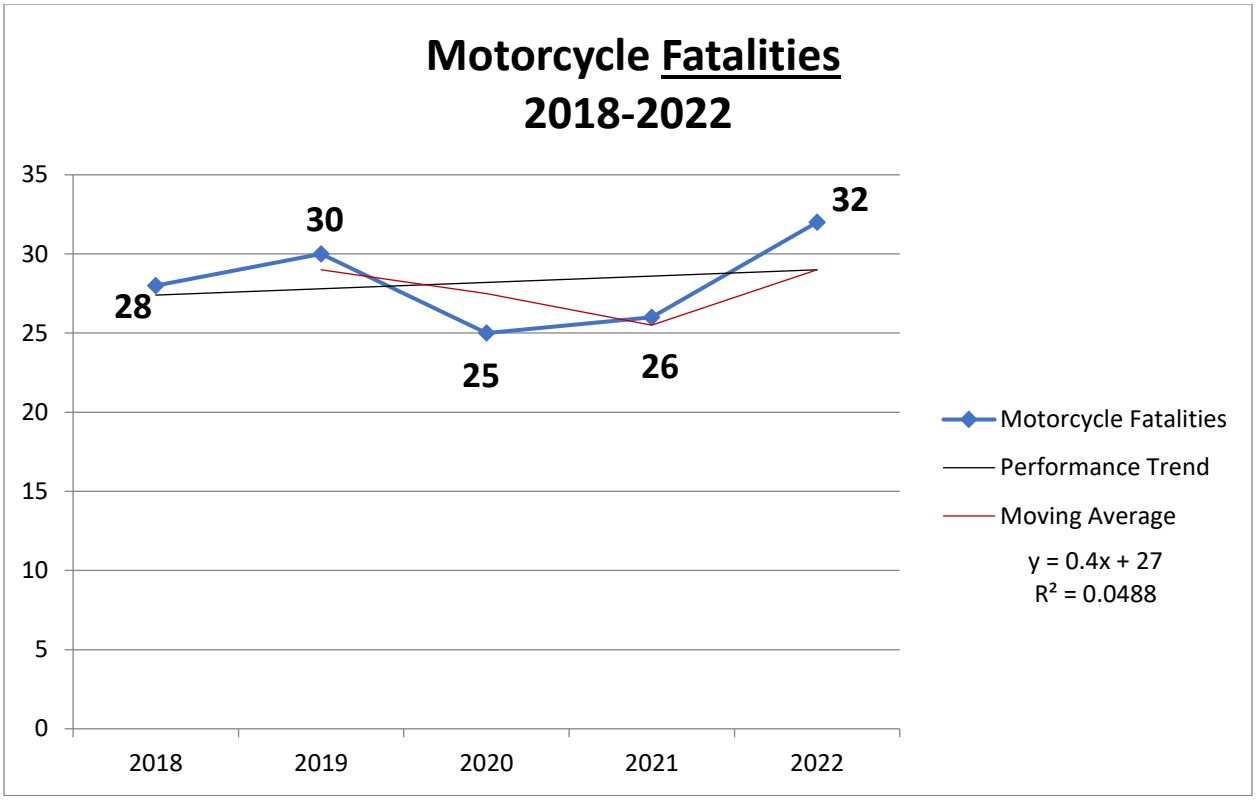
Performance Justification

For FFY 2024, the NH OHS is predicting to maintain the five-year (2020-2024) average target of 24.8 motorcycle fatalities from the baseline five-year (2017-2021) average target of 24.8. This 2024 five-year (2020-2024) average target of 24.8, was calculated after removing the 2019 30, higher, motorcycle fatality number from the average (2020-2024) and replacing it with 2020 25, 2021 26, 2022 32, 2023 21 (2023 estimated number slightly increased but closer in comparison to the 2017 number of 15 motorcycle fatalities), and 2024 20 (2024 estimated number slightly increased but closer in comparison using the 2017 number of 15 motorcycle fatalities to begin to reduce the motorcycle fatality average target), motorcycle fatality numbers. To decrease the targets in 2025 (23.6) and 2026 (22) from the 2024 target (24.8), lower motorcycle fatality numbers were used (and estimated in the 2023, 2024, 2025 and 2026 years of the five-year average) that were closer in comparison to the 2017 lower motorcycle fatality number of 15 to reduce these targets.

The NH OHS continues to work towards preventing motorcycle fatalities. A high percentage of motorcycle fatalities continue to be impairment related (upwards of over 70%) as well as victims not wearing a helmet (upwards of 73%). Currently, New Hampshire does not have an adult helmet law but does have a helmet law for those under the age of 18.

In 2022, New Hampshire had 32 motorcycle fatalities, eight (8) of these fatalities occurred during the 2022 Laconia Bike Week. In 2023, the 100th anniversary of New Hampshire's Laconia Motorcycle Week had a banner year of motorcyclists who attended (potentially over 400,000 in attendance). Fortunately, during this bike week there were no motorcycle fatalities. In 2023, motorcycle fatalities are down 42 percent (as of June 19, 2023) from the same period in 2022. However, these numbers can change quickly. The New Hampshire motorcycle task force and the NH OHS have prepared for this in advance and have intensely messaged the public on motorcycle safety (Ride SMART to Laconia campaign, Share the Road, and Look Twice Save a Life, etc.) through radio and newspaper interviews, PSA's, banners, posters, and social media messaging (geo-fencing the bike week Laconia region) before, during, and after Laconia Bike Week.

In FFY 2023 thru FFY 2026, the NH OHS will continue to support education and messaging to include the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of motorists sharing the road in and around motorcyclist and looking for motorcyclist when driving to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 and FFY 2026 HSP to help lower motorcycle related crashes and the resulting fatalities. Also, the NH Impaired Driving Taskforce and the NH Motorcycle Taskforce and partners will also provide important insight to reduce motorcycle crashes on New Hampshire roads. The motorcycle fatality chart below shows motorcycle fatalities trending upwards (yearly, the performance trend line, and the moving average).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
8	C-8	C-8) Number of Unhelmeted Motorcyclist Fatalities (FARS)	5 Year	15.6	14.4	12.6

2024 Performance Target

C-8 Projection – Unhelmeted Motorcycle Fatalities: Decrease unhelmeted motorcycle fatalities from 15.6 (2017-2021) average **to 12.6** (2022-2026) average.

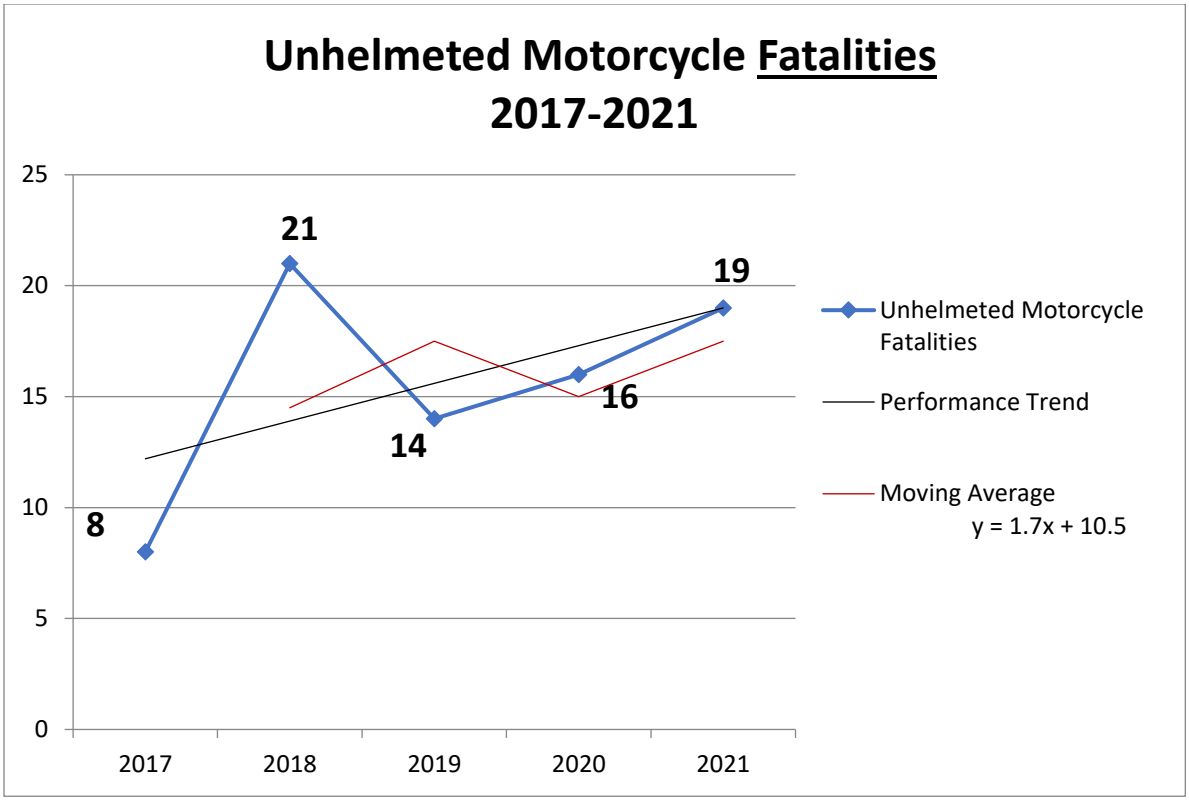
Performance Justification

For FFY 2024, the NH OHS is predicting to maintain the five-year (2020-2024) average target at 15.6 motorcycle fatalities from the baseline five-year (2017-2021) average target of 15.6. This 2024 five-year (2020-2024) average target of 15.6, was calculated after removing the 2019 14, lower, unhelmeted motorcycle fatality number from the average (2020-2024) and replacing it with 2020 16, 2021 19, 2022 22, 2023 11, 2024 10 (2023 and 2024 estimated by averaging 2017 (8) and 2019 (14) low unhelmeted motorcycle fatalities numbers) and unhelmeted motorcycle fatality numbers. To decrease the targets in 2025 (14.4) and 2026 (12.6) from the 2024 target (15.6), lower unhelmeted motorcycle fatality numbers were used (and estimated in the 2023, 2024, 2025 and 2026 year of the five-year average) that were closer in comparison to the averaged (11), 2017 (8) and 2019 (14), lower unhelmeted motorcycle fatality numbers to reduce these targets.

The NH OHS continues to work towards preventing motorcycle fatalities. A high percentage of motorcycle fatalities continue to be impairment related (upwards of over 70%) as well as victims not wearing a helmet (upwards of 73%). Currently, New Hampshire does not have an adult motorcycle helmet law but does have a motorcycle helmet law for those under the age of 18.

In 2022, New Hampshire had 32 motorcycle fatalities (22 victims were not wearing a helmet), eight (8) of these fatalities occurred during the 2022 Laconia Bike Week. In 2023, the 100th anniversary of New Hampshire's Laconia Motorcycle Week had a banner year of motorcyclists who attended (potentially over 400,000 in attendance). Fortunately, during this past bike week there were no motorcycle fatalities. In 2023, motorcycle fatalities are down 42 percent and unhelmeted motorcycle fatalities are down 60 percent (as of June 19, 2023) from the same period in 2022. However, these numbers can change quickly. The New Hampshire motorcycle task force and the NH OHS have prepared for this in advance and have intensely messaged the public on motorcycle safety (Ride SMART to Laconia campaign, Share the Road, and Look Twice Save a Life, highly recommending wearing a helmet, etc.) through radio and newspaper interviews, PSA's, banners, posters, and social media messaging (geo-fencing the bike week Laconia region) before, during, and after Laconia Bike Week.

In FFY 2023 thru FFY 2026, the NH OHS will continue to support education and messaging to include the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of motorists sharing the road in and around motorcyclist, looking for motorcyclist when driving and recommending to always wear a helmet when riding a motorcycle. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 and FFY 2026 HSP to help lower motorcycle related crashes and the resulting unhelmeted motorcycle fatalities. Also, the NH Impaired Driving Taskforce and the NH Motorcycle Taskforce and partners will also provide important insight to reduce motorcycle fatalities on New Hampshire roads. The unhelmeted motorcycle fatality chart below shows unhelmeted motorcycle fatalities trending upwards (yearly, the performance trend line, and the moving average).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-9) Number of Drivers Under Age 21 or Younger Involved in Fatal Crashes (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
9	C-9	C-9) Number of Drivers Age 21 or Younger Involved in Fatal Crashes (FARS)	5 Year	8	7	6

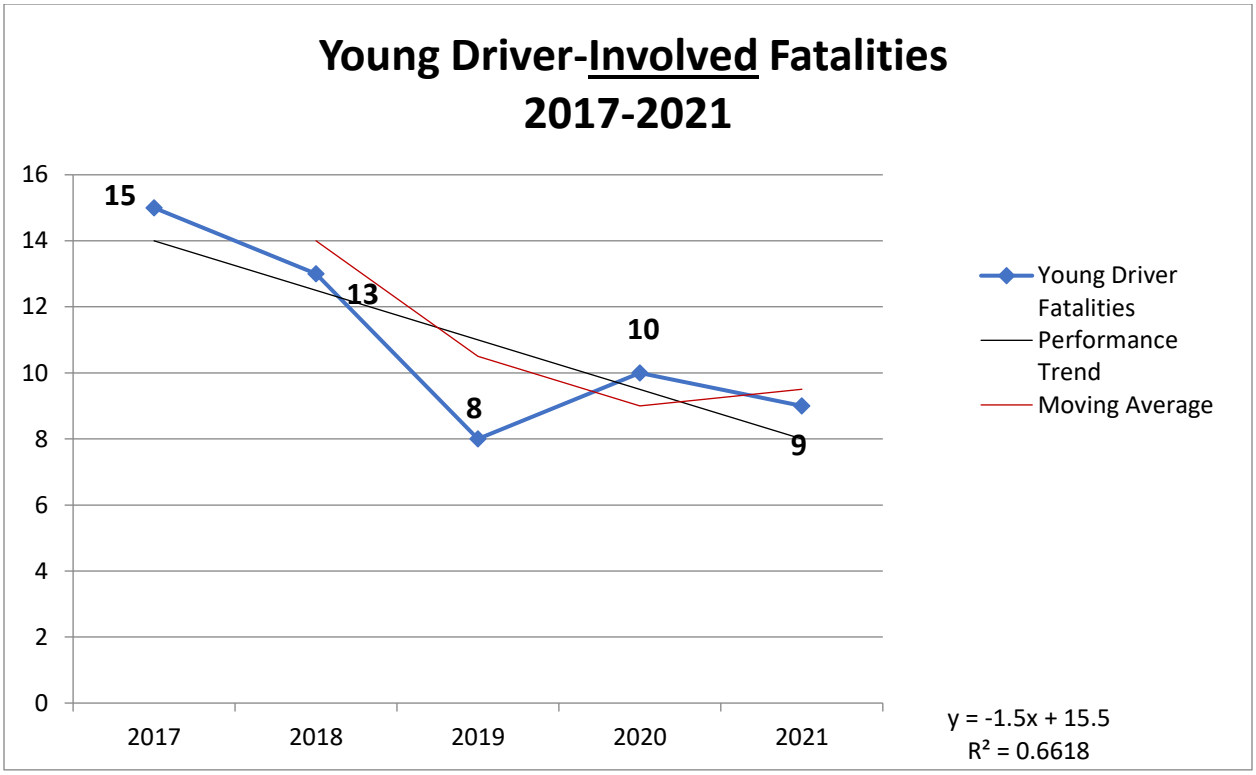
2024 Performance Target

C-9 Projection – Young Driver Fatalities: Decrease young driver involved fatalities from 11 (2017-2021) average **to 6.0** (2022-2026) average.

Performance Justification

For FFY 2024, the NH OHS is predicting to decrease the five-year (2020-2024) average target to 8 young driver fatalities from the baseline five-year (2017-2021) average target of 11. This 2024 five-year (2020-2024) average target of 8, was calculated after removing the 2019 8, lower, young driver fatality number from the average (2020-2024) and replacing it with 2020 10, 2021 9, 2022 8, 2023 7, and 2024 6 (2022, 2023, 2024 estimated numbers using comparable 2019 (8) and 2021 (9) young driver fatality numbers) young driver fatality numbers. To decrease the targets in 2025 (7) and 2026 (6) from the 2024 target (8), lower younger driver fatality numbers were used (and estimated in the 2023, 2024, 2025 and 2026 years of the five-year average) that were closer in comparison to 2019 (8) and 2021 (9) lower younger driver fatality numbers to reduce these targets.

The NH OHS in FFY 2023 and thru FFY 2026, will continue to fund teen programs geared to educating youth on highway safety related topics. These important educational programs continue to teach young drivers to make good choices in relation to distracted driving, impaired driving, seat belt use, and speeding. The NH OHS will also support and provide education and outreach on teen driver safety during the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of teen driver safety to prevent crashes. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 thru FFY 2026 HSP to help lower teen driver related crashes and the potential resulting fatalities. The NH OHS will also continue to include those individuals who have lost a young driver on NH roads to inform the public of the importance of driving safely (during press conferences, highway safety conferences, etc.). In addition, PSA's, through New Hampshire State Police and NH OHS will message teens and the public on highway safety issues enhancing this overall outreach to teens to reduce these unnecessary deaths. Factors influencing the performance target selection is the anticipated use of the NH OHS methodology that will focus heavily on fatal, serious injury and overall crashes to identify communities with the highest priority to implement enforcement efforts or other countermeasures to reduce the number of young driver fatalities. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows the young driver involved fatalities decreasing (yearly and performance trend lines).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-10) Number of Pedestrian Fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
10	C-10	C-10) Number of Pedestrian Fatalities (FARS)	5 Year	12.2	10.8	10.6

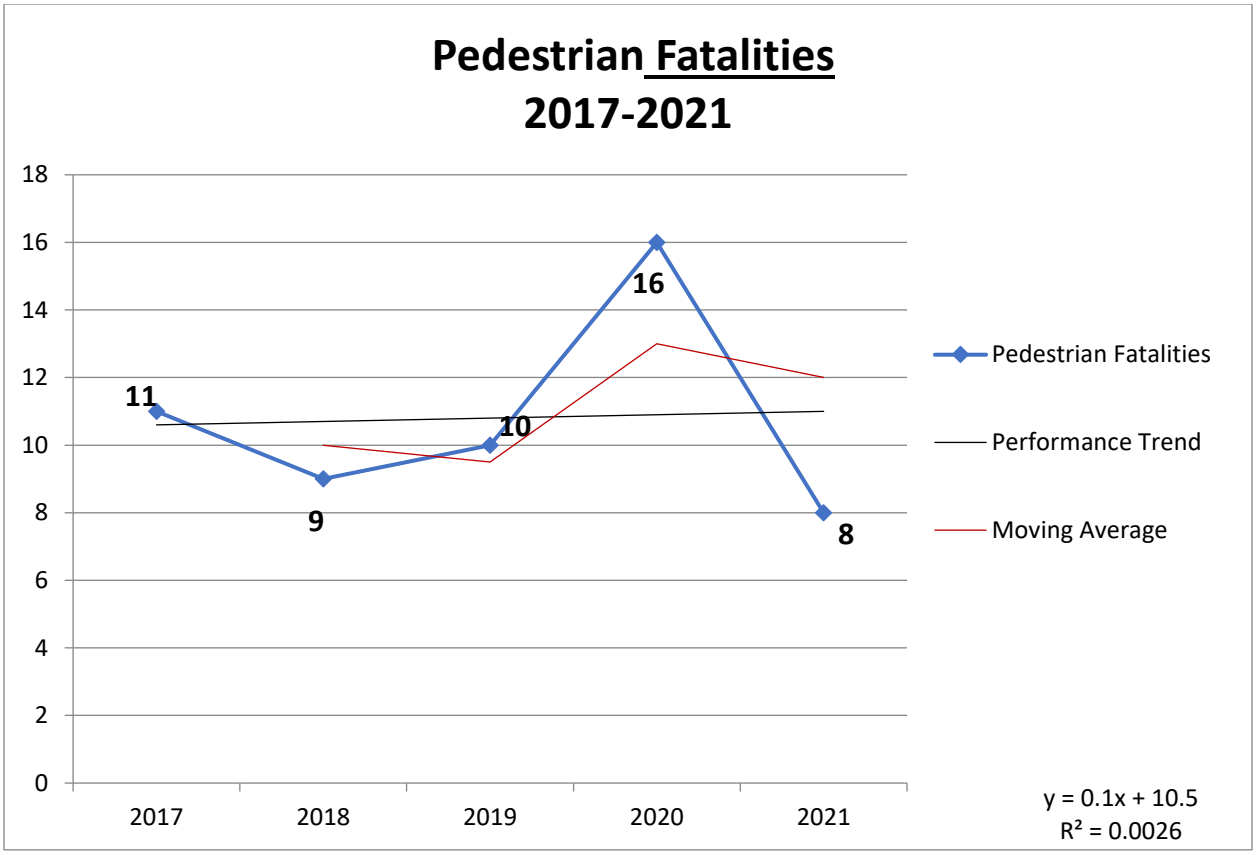
2024 Performance Target

C-10 Projection – Pedestrian Fatalities: Decrease pedestrian fatalities from 10.8 (2017-2021) average **to 10.6** (2022-2026) average.

Performance Justification

For FFY 2024, the NH OHS is predicting an increase in the five-year (2020-2024) average target to 12.2 pedestrian fatalities from the baseline five-year (2017-2021) average target of 10.8. The 2024 five-year (2020-2024) average target of 12.2, was calculated after removing the 2019 10, lower, pedestrian fatality number from the average (2020-2024) and replacing it with 2020 16, 2021 8, 2022 16, 2023 12 (2023 estimated using 2017 (11) closely comparable pedestrian fatality number), and 2024 9 (2024 estimated number using 2018 (9) number of pedestrian fatalities), pedestrian fatality numbers. To decrease the targets in 2025 (10.8) and 2026 (10.6) from the 2024 target (12.2), lower pedestrian fatality numbers were used (and estimated in the 2023, 2024, 2025 and 2026 years of the five-year averages) that were closer in comparison to 2017 (11) 2018 (9) and 2021 (8) pedestrian fatality numbers to reduce these targets.

New Hampshire continues to work to achieve our target to reduce pedestrian involved fatalities. In FFY 2023 thru FFY 2026 pedestrian/bicycle enforcement patrols will continue to be conducted to keep pedestrian fatalities from trending higher. The OHS will continue to provide funding for pedestrian/bicycle patrols to support enforcement agencies with communities in New Hampshire where there is typically more pedestrian/bicycle activity. In FFY 2023 thru FFY 2026, the NH OHS will also support and provide education, outreach, and messaging on pedestrian safety. The Community Outreach and & Betterment program, as well as the public participation and engagement meetings will communicate the importance of pedestrian safety to prevent fatalities. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 thru FFY 2026 HSP to help lower pedestrian related crashes and the potential resulting fatalities. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows the pedestrian fatalities increasing (yearly and performance trend lines).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-11) Number of bicyclists fatalities (FARS)**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
11	C-11	C-11) Number of Bicyclist Fatalities (FARS)	5 Year	2.0	1.8	1.6

2024 Performance Target

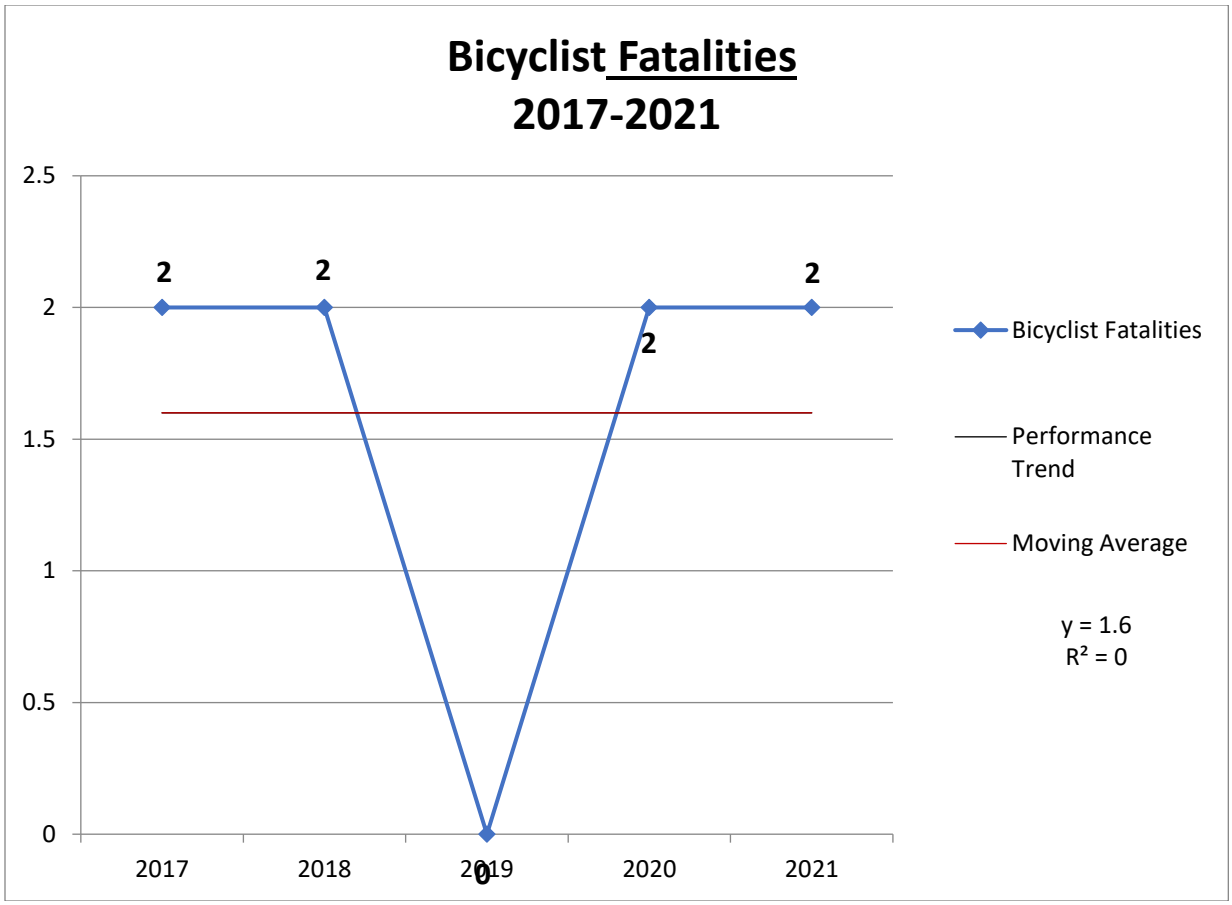
C-11 Projection – Bicyclist Fatalities: Maintain bicyclist fatalities from 1.6 (2017-2021) average **at 1.6** (2022-2026) average.

Performance Justification

For FFY 2024, the NH OHS is predicting to increase the five-year (2020-2024) average target to 2 bicycle fatalities from the baseline five-year (2017-2021) average target of 1.6. This 2024 five-year (2020-2024) average target of 2, was calculated after removing the 2019 0, bicycle fatality number, from the average (2020-2024) and replacing it with 2020 2, 2021 2, 2022 2, 2023 2 and 2024 2 (2023 and 2024 estimated number using 2022 number of 2 bicycle fatalities to begin to reduce the bicycle fatality average target), bicycle fatality numbers. To decrease the targets in 2025 (1.8) and 2026 (1.6) from the 2024 target (2.0), lower bicycle fatality numbers were used (estimated in the 2023, 2024, 2025 and 2026 years of the five-year averages) that were closer in comparison to 2018 (2) and 2019 (0) bicycle fatality numbers to reduce these targets.

New Hampshire continues to work to achieve our goal to reduce bicycle fatalities. As of June 12, 2023, there has been (0) bicyclist fatalities compared to the same period in 2022 (2). The NH OHS and partners continue to vigorously message and conduct enforcement efforts to reduce bicyclists/pedestrian fatalities. Also, NH Police Standards & Training ensures that the online bicycle/pedestrian training course for enforcement is centered on the enforcement of NH laws and regulations surrounding bicyclists and pedestrians operating on NH roadways. Every LE officer who is selected to work an enforcement detail for this project is highly recommended to complete the course.

In FFY 2023 thu FFY 2026, pedestrian and bicycle enforcement efforts will continue in those communites at greater risk of those fatalities occuring. The NH OHS will also support and provide education, outreach, and messaging on bicycle safety. The Community Outreach and & Betterment program, as well as public participation and engagement meetings will continue to communicate the importance of bicycle safety to prevent these fatalities. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 thru FFY 2026 HSP to help reduce bicycle related crashes and the potential resulting fatalities. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows the bicycle fatalities increasing (yearly and performance trend lines). However, only from the low of 0 bicycle fatalities in 2019. New Hampshire continues to do a great job keeping these fatalities very low!



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-13) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)**

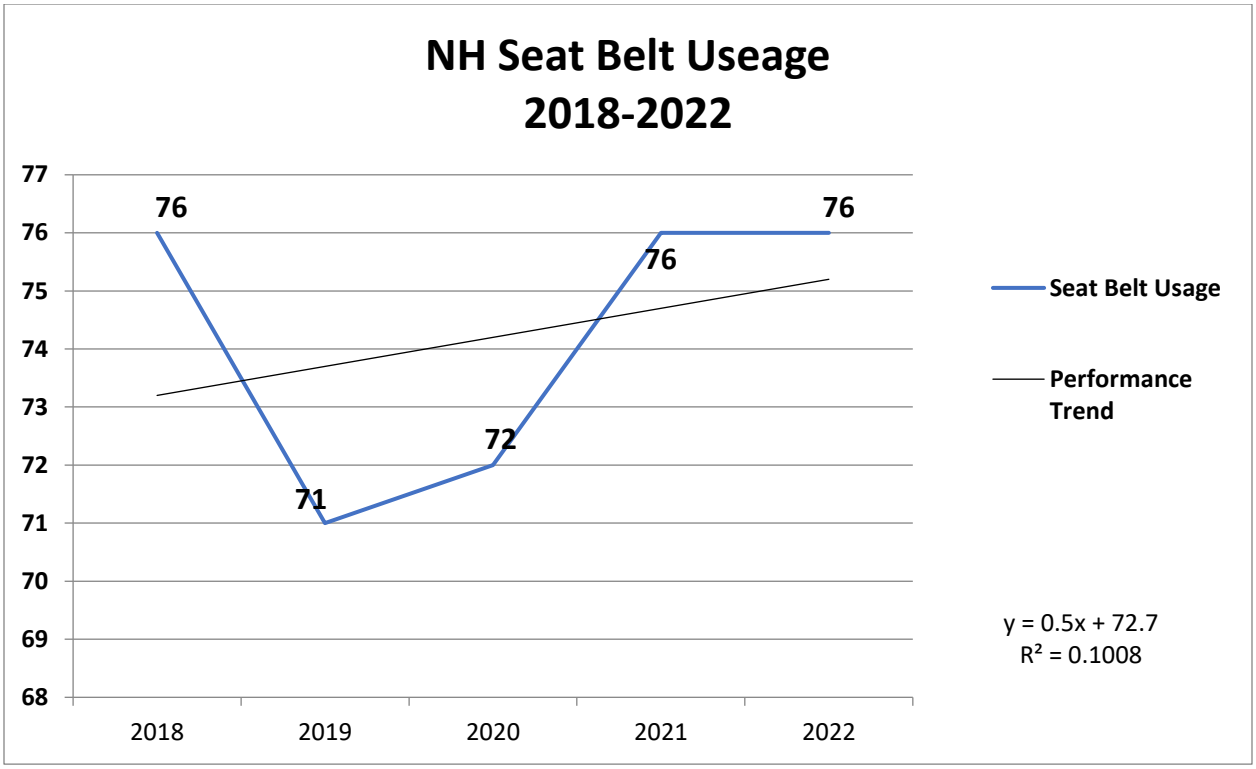
Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (Annual)	2025 target Benchmark (Annual)	2026 End Target (Annual)
13	B-1 / C-13	B-1/C-13) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	76	76.2	76.4

2024 Performance Target

C-13 Projection – Seat Belt Use: To increase (annually) the seat belt usage rate from 75.5% (2022) **to 76.4%** (2026).

Performance Justification

The 2023 **(**annual**)** target of 75.5 percent seat belt usage rate is still pending the completion of the seat belt observational survey. However, in 2022, New Hampshire met the (annual) target of 73.44 to increase front seat outboard passenger restraint use by 2 percent (2022 annual seat belt rate was 75.7%). Although, seat belt use has increased slightly, the importance of obtaining an adult seat belt law in New Hampshire will continue to be emphasized. An adult seatbelt law would not only increase seat belt usage rates, but also save lives (in 2022 there were 56 unrestrained fatalities and in 2021 there were 51). Ongoing enforcement efforts, education, and media messaging addressing the importance of seat belt use will continue in FFY 2023 thru FFY 2026 to help increase this number. In 2023, a secondary adult seat belt bill (HB 222) was again introduced to the legislature but defeated. Throughout the years the NH OHS has been part of the discussion and aided efforts surrounding seat belt legislation proposals which have been sent through to the legislature - both primary and secondary law options have been considered but have not become law. New Hampshire is the only state in the country without an adult seat belt law and has the lowest seat belt usage rate nationally. The current seat belt law in New Hampshire is for occupants under the age of 18. NH OHS recognizes the difficulty in increasing seat belt usage rates without a law; however, in FFY 2023 thru FFY 2026 we will continue to inform the public of the importance of "buckling up" through educational programs and media outreach and will continue to support and provide education and outreach on the importance of seat belt use during the Community Outreach and & Betterment program, as well as public participation and engagement meetings to communicate the importance of seat belt use to prevent fatalities. Highway safety related feedback from the public during these meetings will be important to use to guide the implementation of countermeasures in the FFY 2024 thru 2026 HSP to help reduce unrestrained related crashes and the potential resulting fatalities and serious injuries. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows New Hampshire seat belt use increasing (yearly and performance trend lines).



Source: STSI (2018-2022 data unavailable)

Performance Target: **C-16) Number of Distraction/Inattention Fatal Crashes**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (2020-2024)	2025 target Benchmark (2021-2025)	2026 End Target (2022-2026)
16	A-4/C-16	Number of Distraction/Inattention Fatal Crashes	5 year	5.6	4.8	4.6

2024 Performance Target

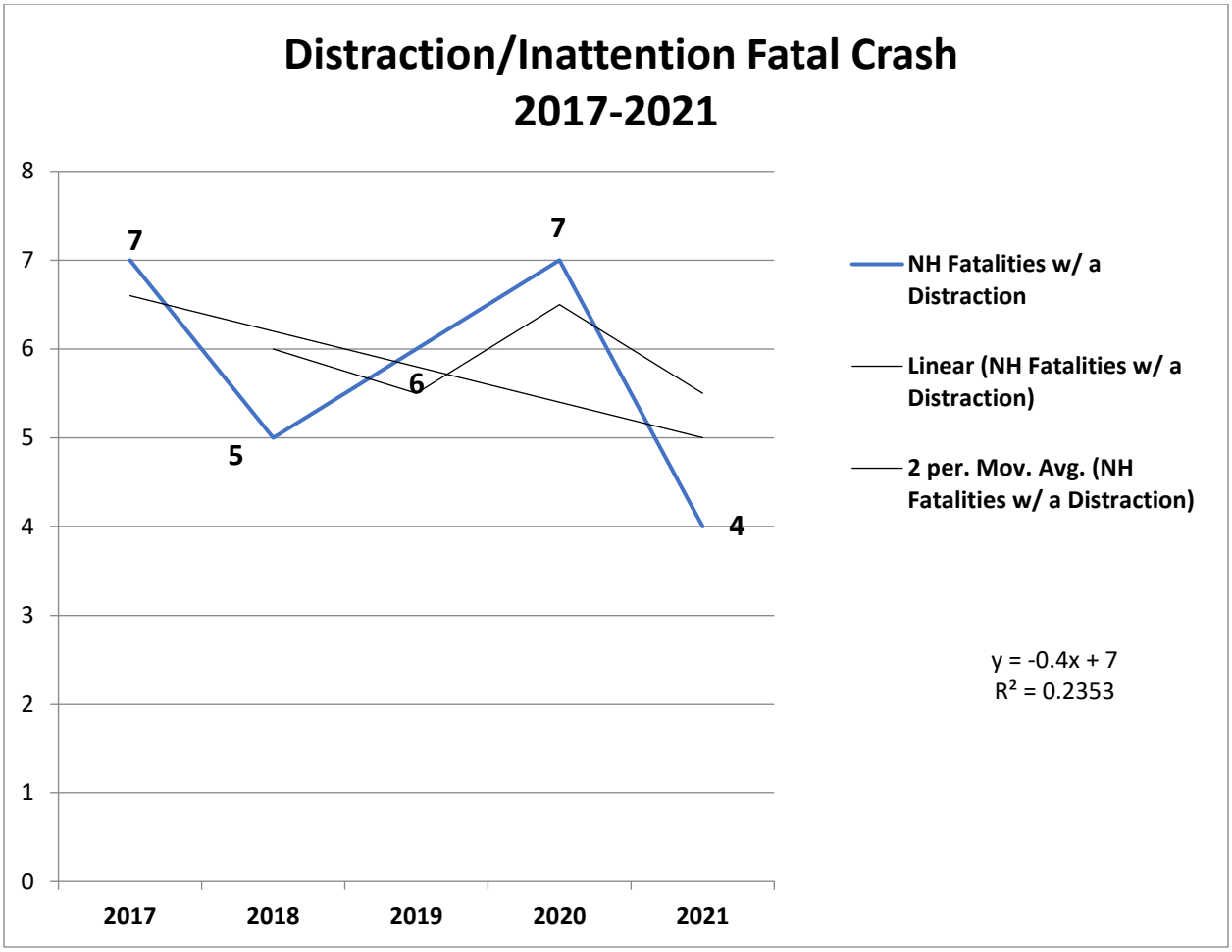
C-16 Projection – Distracted Fatalities: To decrease distracted driving fatalities from 5.8 (2017-2021) average **to 4.6** (2022-2026) average.

Performance Justification

For FFY 2024, the NH OHS is predicting to decrease the five-year (2020-2024) average target to 5.6 distracted fatalities from the baseline five-year (2017-2021) average target of 5.8. The 2024 five-year (2020-2024) average target of 5.6, was calculated after removing the 2019 6, lower, distracted fatality number from the average (2020-2024) and replacing it with 2020 7, 2021 4, 2022 6, 2023 6 (estimated based on similar fatalities in 2022 during the same period), and 2024 4 (2024 estimated numbers using comparable 2021 (4) distracted fatality number), distracted fatalities. To decrease the targets in 2025 (4.8) and 2026 (4.6) from the 2024 target (5.6), lower distracted fatality numbers were used (and estimated in the 2024, 2025 and 2026 years of the five-year average) that were closer in comparison to 2021 (4) lower distracted fatality number to reduce these targets.

New Hampshire continues to work to achieve our goal to reduce distracted driving fatalities. Currently, in 2023, there are pending fatality cases that may be distraction/inattention related but it is undetermined at this time how many. In 2022, there were 6 distraction/inattention related fatalities. It appears distracted driving related fatalities may be under-reported because it is difficult to pinpoint causation related to distracted driving. However, we do know that in 2021, 15 percent of overall crashes involved distraction/inattention.

In FFY 2023 thru FFY 2026, the NH OHS will continue to support all law enforcement with funding to conduct distracted driving enforcement efforts (distracted driving patrols/U Drive U Text You Pay, etc.). Education, outreach, and messaging will also be funded to reduce distracted driving crashes and the resulting serious injuries and fatalities. The Community Outreach and & Betterment program and public participation and engagement meetings will provide important related feedback from the public to use to guide the implementation of countermeasures in the FFY 2024 thru FFY 2026 HSP to help reduce distracted driving related crashes. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns. The chart below shows distracted/inattention fatalities increasing (yearly trend line).



Performance Target: **C-17) TR E-Ticket Advancement**

Sort Order	Target Identifier	Performance Measure Title	Target Period	2024 target Benchmark (Annual)	2025 target Benchmark (Annual)	2026 End Target (Annual)
17	A-5/C-17	TR E-Ticket Advancement	Annual	140	145	150

2024 Performance Target

C-17 Projection: To **increase local law enforcement agencies reporting crash and enforcement data** (annually) from **134** (2023) to **150** (2026).

Performance Justification

New Hampshire is on track to meet the 2023 goal to have 134 local law enforcement agencies onboard with E-Crash. To date, as of June 12, 2023, there are 128 agencies onboard with E-Crash who are submitting electronically MMUCC IV or MMUCC V crash reports to the DMV VISION System. With 6 months remaining in 2023, it is anticipated that we may easily exceed our target of 134.

There are currently 247 law enforcement agencies (234 police departments, 10 county sheriff departments, 2 college police departments, and state police) in total that we would like to have submitting MMUCC compliant crash reports to VISION.

The central electronic crash VISION database is accessed by the Department of Safety (DOS) Data Analysts who mines and categorizes crash data submitted by law enforcement accordingly by several data points, such as location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities to deploy countermeasures to reduce crashes and the potential serious injuries and fatalities.

In FFY 2023 thru FFY 2026, the NH OHS will continue to support all law enforcement with funding to purchase e-crash equipment to be able to submit MMUCC compliant crash reports to the DMV VISION system. Adjustments to countermeasures in the FFY 2024 thru FFY 2026 HSP will be made when needed based on problem identification and trending highway safety concerns.

Countermeasure Strategies for Programming Funds

Distracted Driving Countermeasure Strategy/Programming Funds

Countermeasure Strategy	Decrease distracted motor vehicle fatalities with a Communication, Education and Outreach program delivered through a Media Campaign.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 6 of 137 fatal motor vehicle crashes in the state of New Hampshire were distraction/Inattention related (4.4%). This represented a 50% increase from 4 in 2021, proving that distracted driving remains a danger to all who travel upon our roadways. Communication, Education and Outreach have proven to be effective mechanisms in helping to reduce fatalities due to driver distraction/inattention.
(ii) List of Countermeasures and Justification	2.1 Communications and Outreach on Distracted Driving (CTW 2 ★) This is a one star rated countermeasure because it has not been evaluated. The OHS believes this will be effective because we intend to follow the same style of implementation that we have for other successful program areas such as impaired driving.
(iii) Performance Target and Link between Strategy and Target	Decrease distracted driving fatalities from 5.8 (2017-2021) average to 4.6 (2022-2026) average. Communication, Education, and Outreach are necessary to keep the public properly informed about distracted driving laws and for using social norming techniques to help reduce distracted driving.
(iv) Estimated 3-year Funding	BIL NHTSA 402 or 405e - $436,800.00
(v) Considerations to determine projects	PPE activities provided new ideas for messaging and how to reach the most at risk drivers.
(vi) Uniform Guideline and description:	There is no uniform guidelines for distracted driving but we will be following the techniques for Communication, Education and Outreach within other successful program areas.

Countermeasure Strategy	Decrease distracted driving motor vehicle fatalities through Enforcement activities
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 6 of 137 fatal motor vehicle crashes in the state of New Hampshire were distraction/Inattention related (4.4%). This represented a 50% increase from 4 in 2021, proving that distracted driving remains a danger to all who travel upon our roadways. Enforcement has proven to be an effective mechanism in helping to reduce fatalities due to driver distraction/inattention.
(ii) List of Countermeasures and Justification	1.3 High Visibility Cell Phone and Text Messaging Enforcement (CTW 1 ★★★★)
(iii) Performance Target and Link between Strategy and Target	Decrease distracted driving fatalities from 5.8 (2017-2021) average to 4.6 (2022-2026) average. Enforcement is necessary to intervene in risky driving behavior before a crash can occur and to help educate drivers as to the law and it's consequences.
(iv) Estimated 3-year Funding	BIL NHTSA 402 or 405e - $1,563,744.00 BIL NHTSA 402 or 405e - $578,323.00
(v) Considerations to determine projects	Data analysis will assist with determining appropriate project locations, enforcement techniques, and potential local partners.
(vi) Uniform Guideline and description:	There is no uniform guidelines for distracted driving but we will be following the techniques for enforcement activities within other successful program areas.

Countermeasure Strategy	Decrease distracted driving motor vehicle fatalities through program management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 6 of 137 fatal motor vehicle crashes in the state of New Hampshire were distraction/Inattention related (4.4%). This represented a 50% increase from 4 in 2021, proving that distracted driving remains a danger to all who travel upon our roadways. Program Management has proven to be an effective mechanism in helping to reduce fatalities due to driver distraction/inattention.
(ii) List of Countermeasures and Justification	DD Planning & Administration DD NH OHS Staffing NH OHS staff play an important and vital role in the planning, administration and management of all grant funded highway safety programs and initiatives implemented within the state of New Hampshire.
(iii) Performance Target and Link between Strategy and Target	Decrease distracted driving fatalities from 5.8 (2017-2021) average to 4.6 (2022-2026) average. Effective DD program management is necessary in order to ensure the successful implementation of all other CMs described within this area, to help to reduce fatalities due to driver distraction/inattention.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $773,136.00

(v) Considerations to determine projects	Implementing other DD CMs described within this program area will require robust Planning and Administration efforts through adequate Staffing within the NHOHS.
(vi) Uniform Guideline and description:	There is no uniform guidelines for distracted driving but we will be following the techniques within other successful program areas.

Impaired Driving Countermeasure Strategy

Countermeasure Strategy	Decrease Alcohol and Drug Impaired motor vehicle fatalities through Deterrence: Enforcement activities and equipment support.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 27% of motor vehicle fatalities were alcohol related. In 2020 drug tests came back positive in 45 operators involved in fatal crashes. Enforcement has proven to be an effective mechanism in helping to reduce alcohol and drug related fatalities.
(ii) List of Countermeasures and Justification	2.1 Publicized Sobriety Checkpoints (CTW 2 ★★★★★) 2.2 High Visibility Saturation Patrols (CTW 2 ★★★★) 2.5 Integrated Enforcement (CTW 2 ★★★) 7.1 Enforcement of Drug-Impaired Driving Laws (CTW 7 ★★★)
(iii) Performance Target and Link between Strategy and Target	Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average. Enforcement is necessary to remove impaired drivers from the roads before they can cause a crash.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $2,303,981.00 BIL NHTSA 405d - $2,376,192.00

(v) Considerations to determine projects	PPE activities, data analysis will assist with determining appropriate project locations and potential local partners.
(vi) Uniform Guideline and description:	No. 8 Impaired Driving program – Based on UG #8 we are implementing Alcohol & Drug Impaired Driving Enforcement CMs that works to make the largest impact on Impaired Driving through enforcement activities.

Countermeasure Strategy	Decrease Alcohol and Drug Impaired motor vehicle fatalities through Education, Training and Outreach activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 27% of motor vehicle fatalities were alcohol related. In 2020 drug tests came back positive in 45 operators involved in fatal crashes. Education, training, and outreach have proven to be highly effective mechanisms in helping to reduce alcohol and drug related fatalities.
(ii) List of Countermeasures and Justification	5.2 Mass Media Campaigns (CTW 5 ★★★) DECP Coordinator – The Drug Evaluation & Classification Program is nationwide program under the direction of the International Association of Chiefs of Police (IACP) and allows each state to provide for the direction and coordination of DRE and ARIDE education and training programs and activities, which results in a highly effective Impaired Driving Counter Measure. Law Enforcement Liaison – This national program is recognized as an effective CM in its ability to help strengthen the work of a statewide network of highway safety professionals. Impaired Driving Conference – This annual event is a CM proven to bring together highway safety professionals from across the state and the region to enable networking in education, updates and the exchange of information and ideas.
(iii) Performance Target and Link between Strategy and Target	Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average. Education, training, and outreach is necessary to keep the public properly informed, and to give law enforcement all the tools they need to help remove alcohol & drug impaired drivers from the roads, and to successfully prosecute them to reduce recidivism.
(iv) Estimated 3-year Funding	BIL NHTSA 405d - $3,102,124.00
(v) Considerations to determine projects	PPE activities, data analysis will help to identify underserved communities which will help establish targets for messaging and LE agencies for additional training and support.
(vi) Uniform Guideline and description:	No. 8 Impaired Driving program – Based on UG #8 we are implementing Alcohol & Drug Impaired Driving Education, Training and Outreach CMs that work, to make a positive and substantial impact on Impaired Driving issues.

Countermeasure Strategy	Decrease Alcohol and Drug Impaired motor vehicle fatalities through Deterrence: Prosecution and Adjudication.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 27% of motor vehicle fatalities were alcohol related. In 2020 drug tests came back positive in 45 operators involved in fatal crashes. Enforcement has proven to be an effective mechanism in helping to reduce alcohol and drug related fatalities.

(ii) List of Countermeasures and Justification	3.2 Limits on Diversion & Please Arrangements (CTW 3 ★★★★) The TSRP program is recognized nationwide as an extremely effective CM and tool in providing education and training to law enforcement officers, prosecutors, and the public. Judicial Outreach Liaison – This national program allows for each state to provide a liaison between the judiciary and the highway safety community, serving as a resource in judicial education.
(iii) Performance Target and Link between Strategy and Target	Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average. ID Prosecutor & Paralegal support is necessary to successfully prosecute DUI cases in order to reduce recidivism.
(iv) Estimated 3-year Funding	BIL NHTSA 405d - $1,943,760.00
(v) Considerations to determine projects	Court caseloads and prosecutor availability analysis will assist in determining appropriate project jurisdictional locations.
(vi) Uniform Guideline and description:	No. 8 Impaired Driving program – Based on UG #8 we are implementing a Deterrence, Prosecution and Adjudication CM that works to make positive and substantial impact on the prosecution of Impaired Driving cases brought before the courts, through the Prosecutor and Paralegal support program.

Countermeasure Strategy	Decrease Alcohol and Drug Impaired motor vehicle fatalities through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 27% of motor vehicle fatalities were alcohol related. In 2020 drug tests came back positive in 45 operators involved in fatal crashes. Overall Program Management is integral in helping to ensure the success of all ID projects and therefore reduce alcohol and drug related fatalities.
(ii) List of Countermeasures and Justification	ID Planning & Administration ID NH OHS Staffing
(iii) Performance Target and Link between Strategy and Target	Decrease alcohol (BAC of .08 and above) impaired fatalities from 38.6 (2017-2021) average to 34.2 (2022-2026) average. ID Prosecutor & Paralegal support is necessary to successfully prosecute them to reduce recidivism.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $1,250,340.00
(v) Considerations to determine projects	Elevation to Mid-Range Status will demand increased efforts in the ID program area to be successful in reducing ID related serious injuries and fatalities and will subsequently require increased Planning and Administration efforts through adequate Staffing within the NHOHS.

(vi) Uniform Guideline and description:	No. 8 Impaired Driving program – Based on UG #8 we are implementing a Program Management CM that works to make a positive and substantial impact on all Alcohol and Drug Impaired Driving projects overall.

Motorcycle Safety Countermeasure Strategy

Countermeasure Strategy	Decrease motorcycle fatalities through Communication, Education and Outreach activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 32 of 146 motor vehicle fatalities in the state of New Hampshire were motorcyclists (22%). Communication, Education and Outreach have proven to be effective mechanisms in helping to reduce motorcycle fatalities.
(ii) List of Countermeasures and Justification	4.1 Communications and Outreach: Conspicuity and Protective Clothing (CTW 4 ★) 4.2 Communications and Outreach: Motorist Awareness of Motorcyclists (CTW 4 ★) This is a one star rated countermeasure because it has not been evaluated. The OHS believes this will be effective because we intend to follow the same style of implementation that we have for other successful program areas such as impaired driving.
(iii) Performance Target and Link between Strategy and Target	Decrease motorcycle fatalities from 24.8 (2017-2022) average to 22 (2022-2026) average. Communication, Education, and Outreach is necessary to keep the public properly informed about motorcyclist, safe driving around motorcyclists and things riders can do to protect themselves and ride safer.
(iv) Estimated 3-year Funding	BIL NHTSA 405f flex- $196,560.00
(v) Considerations to determine projects	PPE activities provided new ideas for messaging and how to reach the most at risk drivers and rides. OHS will continue to involve rider groups in messaging ideas.
(vi) Uniform Guideline and description:	No. 3 Motorcycle program – Based on UG #3 we are implementing IX projects regarding rider conspicuity and motorist awareness.

Countermeasure Strategy	Decrease motorcycle fatalities through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 32 of 146 motor vehicle fatalities in the state of New Hampshire were motorcyclists (22%). Program Management has proven to be an effective mechanism in helping to reduce motorcycle fatalities.
(ii) List of Countermeasures and Justification	MC - Planning & Administration MC - NH OHS Staffing
(iii) Performance Target and Link between Strategy and Target	Decrease motorcycle fatalities from 24.8 (2017-2022) average to 22 (2022-2026) average. Effective MC program management is necessary to ensure the successful implementation of other CMs described within this area, to help to reduce motorcycle fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $103,740.00 BIL NHTSA 405f flex- $109,200.00
(v) Considerations to determine projects	Implementing other MC CMs described within this program area will require Planning and Administration efforts through adequate Staffing within the NHOHS.
(vi) Uniform Guideline and description:	No. 3 Motorcycle program – Based on UG #3 we are implementing IX projects regarding rider conspicuity and motorist awareness.

Pedestrian & Cyclists Countermeasure Strategy

Countermeasure Strategy	Decrease non-motorized fatalities through enforcement of bicycle and pedestrian laws
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 16 of 146 motor vehicle fatalities in the state of New Hampshire were pedestrians (11%) & 2 of the 146 were bicyclists (1.4%). Communication, Education, and outreach through a media campaign has proven to be highly effective mechanism in helping to reduce pedestrian and bicyclist fatalities.
(ii) List of Countermeasures and Justification	4.4 Pedestrian Enforcement Strategies (CTW 4 ★★★) 3.3 Bicycle Enforcement Strategies (CTW 3 ★) This is a one star rated countermeasure because it has not been evaluated. The OHS believes this will be effective because we intend to follow the same style of implementation that we are using for pedestrian enforcement.
(iii) Performance Target and Link between Strategy and Target	Decrease pedestrian fatalities from 10.8 (2017-2021) average to 10.6 (2022-2026) average. Maintain bicyclist fatalities from 1.6 (2017-2021) average at 1.6 (2022-2026) average. Enforcement of relevant laws is necessary to reduce fatalities in this program area.

(iv) Estimated 3-year Funding	BIL NHTSA 402 - $262,080.00 BIL NHTSA 402-405e Flex - $111,384.00
(v) Considerations to determine projects	PPE activities and data analysis will assist with determining appropriate locations for deployment of resources.
(vi) Uniform Guideline and description:	No. 14 Pedestrian and Bicycle Program – Based on UG #14 we are implementing enforcement CMs that works to reduce bicycle and pedestrian fatalities.

Countermeasure Strategy	Decrease pedestrian and bicycle motor vehicle fatalities with a Communication, Education and Outreach program delivered through a Media Campaign.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 16 of 146 motor vehicle fatalities in the state of New Hampshire were pedestrians (11%) & 2 of the 146 were bicyclists (1.4%). Communication, Education, and outreach through a media campaign has proven to be highly effective mechanism in helping to reduce pedestrian and bicyclist fatalities.
(ii) List of Countermeasures and Justification	4.2 Bicycle Share the Road Awareness Programs (CTW 4 ★★) 3.1 Impaired Pedestrians: Communications and Outreach (CTW 4 ★★) Both CMs are under 3 stars but OHS and surrounding states have anecdotally had success implementing media projects focusing on non-motorized safety.
(iii) Performance Target and Link between Strategy and Target	Decrease pedestrian fatalities from 10.8 (2017-2021) average to 10.6 (2022-2026) average. Maintain bicyclist fatalities from 1.6 (2017-2021) average at 1.6 (2022-2026) average. A robust media program highlighting relevant laws and ways to remain safe is necessary to reduce fatalities in this program area.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $43,680.00
(v) Considerations to determine projects	PPE activities and data analysis will help to identify the communities most in need of media activities to reduce fatalities. We will continue to work with impacted communities to develop appropriate messages.
(vi) Uniform Guideline and description:	No. 14 Pedestrian and Bicycle Program – Based on UG #14 we are implementing Communication, Education and Outreach CMs that work to reduce bicycle and pedestrian fatalities.

Countermeasure Strategy	Decrease pedestrian and bicycle motor vehicle fatalities through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 16 of 146 motor vehicle fatalities in the state of New Hampshire were pedestrians (11%) & 2 of the 146 were bicyclists (1.4%). Program Management has proven to be an effective mechanism in helping to reduce pedestrian and bicyclist fatalities.
(ii) List of Countermeasures and Justification	PB - Planning & Administration PB - NH OHS Staffing
(iii) Performance Target and Link between Strategy and Target	Decrease pedestrian fatalities from 10.8 (2017-2021) average to 10.6 (2022-2026) average. Maintain bicyclist fatalities from 1.6 (2017-2021) average at 1.6 (2022-2026) average. Effective PB program management is necessary to ensure the successful implementation of other CMs described within this area, to help to reduce pedestrian & bicyclist fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $215,124.00
(v) Considerations to determine projects	Implementing other PB CMs described within this program area will require Planning and Administration efforts through adequate Staffing within the NHOHS.
(vi) Uniform Guideline and description:	No. 14 Pedestrian and Bicycle Program – Based on UG #14 we are implementing Program Management CMs that work to help reduce bicycle and pedestrian fatalities.

Community Traffic Safety Program

Countermeasure Strategy	Decrease motor vehicle fatalities through targeted community-based Communication, Education, Outreach activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022, 137 motor vehicle crashes resulted in 146 fatalities in the state of New Hampshire. Communication, Education, and Outreach has proven to be highly effective mechanisms in helping to keep the motoring public well informed and therefore help in reducing fatalities.
(ii) List of Countermeasures and Justification	Community Outreach & Betterment Presentations There isn't a specific countermeasure for this strategy, but we will be following the techniques for Communication, Education and Outreach within other successful program areas.
(iii) Performance Target and Link between Strategy and Target	Decrease fatalities from 123.2 (2018-2022) average to 121.6 (2022-2026) average. Communication, Education and Outreach is necessary to keep drives properly informed about safe driving.
(iv) Estimated 3-year Funding	BIL NHTSA 402 – $1,288,560.00
(v) Considerations to determine projects	PPE activities and data analysis will help to identify underserved communities that may be overrepresented in fatal motor vehicle crashes and allow us to target the proper locations and tailor message techniques for this CM accordingly.
(vi) Uniform Guideline and description:	There is no uniform guidelines for the Community Traffic Safety Program but we will be following the techniques for Communication, Education and Outreach within other successful program areas.

Countermeasure Strategy	Decrease motor vehicle fatalities through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 137 motor vehicle crashes resulted in 146 fatalities in the state of New Hampshire. Program Management has proven to be an effective mechanism in helping to guide and drive other Counter Measures to success in helping to reduce fatalities.
(ii) List of Countermeasures and Justification	C.O.B. – Planning & Administration C.O.B. – NH OHS Staff
(iii) Performance Target and Link between Strategy and Target	Decrease fatalities from 123.2 (2018-2022) average to 121.6 (2022-2026) average. Program Management is necessary to ensure the successful implementation of all other CMs described within this area, to ultimately help reduce fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 – $256,620.00

(v) Considerations to determine projects	Implementing C.O.B. CMs described within this program area will require effective Planning and Administration efforts through adequate Staffing within the NH OHS.
(vi) Uniform Guideline and description:	There is no uniform guidelines for the Community Traffic Safety Program but we will be implementing a Program Management CM that will make a positive impact on the overall successes of other countermeasures described within this program area.,

Speed (Police Traffic Services) Countermeasure Strategy

Countermeasure Strategy	Decrease speed-related fatalities through enforcement of speeding laws
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 48 of 146 motor vehicle fatalities in the state of New Hampshire were speed related (32.8%). proving that speeding remains a danger to all who travel upon our roadways. Enforcement has proven to be an effective mechanism in helping to reduce speed related fatalities.
(ii) List of Countermeasures and Justification	1.2 Aggressive Driving and Other laws (CTW 1 ★) 2.2 High-Visibility Enforcement (CTW 2 ★★) These are low rated CMs because they have not been fully evaluated. Enforcement of speeding and enforcement laws are used in all states to reduce crashes and fatalities.
(iii) Performance Target and Link between Strategy and Target	Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average. Effective Speed program management is necessary in order to ensure the successful implementation of all other CMs described within this area, to help to reduce speed related fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $2,280,576.00 BIL NHTSA 402-405e flex - $1,769,090.00
(v) Considerations to determine projects	PPE activities and data analysis will assist with determining the locations with the most speeding crashes and the most effective ways to enforce the laws.
(vi) Uniform Guideline and description:	No. 19 Speed Management – Based on UG #19 we are implementing V enforcement CMs that works to reduce speeding and aggressive driving fatalities.

Countermeasure Strategy	Decrease speed-related vehicle fatalities through Communications, Education, and Outreach
(i) Problem from (b)(1) being addressed and description of the Link	In 2022 48 of 146 motor vehicle fatalities in the state of New Hampshire were speed related (32.8%). proving that speeding remains a danger to all who travel upon our roadways. Communication, Education and

between problem and strategy	Outreach has proven to be an effective mechanism in helping to reduce speed related fatalities.
(ii) List of Countermeasures and Justification	4.1 Communications and Outreach Supporting Enforcement (CTW 4 ★★★)
(iii) Performance Target and Link between Strategy and Target	Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average. A robust media program highlighting relevant laws and driving safely is critical to reducing speed related fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $436,800.00
(v) Considerations to determine projects	PPE activities and data analysis will help to identify the communities most in need of media activities to reduce fatalities. We will continue to work with impacted communities to develop appropriate messages.
(vi) Uniform Guideline and description:	No. 19 Speed Management – Based on UG #19 we are implementing IV communications programs to make positive and substantial impact on speeding and aggressive driving crash and fatality issues.

Countermeasure Strategy	Decrease speed-related vehicle fatalities through Program Management
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 48 of 146 motor vehicle fatalities in the state of New Hampshire were speed related (32.8%). proving that speeding remains a danger to all who travel upon our roadways. Program Management has proven to be an effective mechanism in helping to reduce speed related fatalities.
(ii) List of Countermeasures and Justification	PTS - Planning & Administration PTS - NH OHS Staffing PTS - Traffic Safety Commission
(iii) Performance Target and Link between Strategy and Target	Decrease Speed-Related Fatalities from 48.2 (2017-2021) average to 43.4 (2022-2026) average. Effective Speed program management is necessary to ensure the successful implementation of all other CMs described within this area, to help to reduce fatalities due to driver distraction/inattention.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $1,871,688.00
(v) Considerations to determine projects	Implementing other DD CMs described within this program area will require robust Planning and Administration efforts through adequate Staffing within the NHOHS.
(vi) Uniform Guideline and description:	No. 19 Speed Management – Based on UG #19 we are implementing a Program Management CM that works to make a positive and substantial impact on speeding and aggressive driving crash and fatality issues.

Younger Driver (Teen Traffic Safety) Countermeasure Strategy

Countermeasure Strategy	Decrease young driver motor vehicle fatalities through Education, Training and Outreach activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 5 of 146 motor vehicle fatalities in the state of New Hampshire were younger drivers aged 19 & under (3.4%). Communication, Education, and outreach through a media campaign has proven to be highly effective mechanisms in helping to reduce younger driver fatalities.
(ii) List of Countermeasures and Justification	Younger driver Communication, Education, and Outreach This countermeasure is not listed in the Countermeasures that Work but NH has had success in reducing younger driver fatalities in part by implementing these programs. Other states have implemented similar programs with encouraging results. Additionally, other NGOs such as AAA have teen driver programs that have yielded positive results. Uniform Guidelines #4 indicate that driver education and communications programs are essential elements of a successful program area. Through the Injury Prevention Center's Youth Operator Program at the Children's Hospital at Dartmouth, and the Community Alliance for Teen Safety (CATS), along with a robust media campaign, we will have a positive influence on the driving habits of young drivers.
(iii) Performance Target and Link between Strategy and Target	Decrease young driver involved fatalities from 11 (2017-2021) average to 6.0 (2022-2026) average. Communication, Education and Outreach is necessary to keep younger drives properly informed about safe driving.
(iv) Estimated 3-year Funding	BIL NHTSA 402 – $1,122,746.30
(v) Considerations to determine projects	PPE activities and data analysis will help to identify the proper locations and message techniques for this CM.
(vi) Uniform Guideline and description:	No. 4 Driver Education – Based on UG #4 we are implementing Communication, Education, and Outreach CMs that works to make positive and substantial impact on younger driver issues.

Countermeasure Strategy	Decrease younger driver (TD - Teen Driver) motor vehicle fatalities through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 5 of 146 motor vehicle fatalities in the state of New Hampshire were younger drivers aged 19 & under (3.4%). Program Management has proven to be an effective mechanism in helping to reduce younger driver fatalities.

(ii) List of Countermeasures and Justification	TD Planning & Administration TD NH OHS Staffing
(iii) Performance Target and Link between Strategy and Target	Decrease young driver involved fatalities from 11 (2017-2021) average to 6.0 (2022-2026) average. Effective Young Driver program management is necessary to ensure the successful implementation of all other CMs described within this area, to help to reduce young driver fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 – $207,087.00
(v) Considerations to determine projects	Implementing other Young Driver CMs described within this program area will require robust Planning and Administration efforts through adequate Staffing within the NH OHS.
(vi) Uniform Guideline and description:	No. 4 Driver Education – Based on UG #4 we are implementing a Program Management CM that works to make a positive and substantial impact on young driver issues.

State Traffic Records Countermeasure Strategy

Countermeasure Strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 137 fatal crashes resulted in 146 fatalities. The NH Office of Highway Safety has created an inter-agency, inter-governmental Traffic Records Task Force composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's Traffic Records System with the mission to help reduce traffic crashes and the resulting deaths, injuries, and the severity of injury related to road trauma.
(ii) List of Countermeasures and Justification	Improve: • crash data component • roadway data component • driver data component • vehicle data component • citation/adjudication component Through DMV, J-One, Data Analysis, FARS (Fatality Analysis Reporting System), and the Core Highway Safety Database, While traffic records do not have a section in the Countermeasures That Work Book, Uniform Guidelines #10 and our most recent assessment

	indicate that each of these CMs is a critical component of an effective program area.
(iii) Performance Target and Link between Strategy and Target	Increase local law enforcement agencies reporting crash and enforcement data (annually) from 134 (2023) to 150 (2026). The Traffic Records Task Force and the Traffic Records Coordinating Committee will be the driving force in the implementation of the CMs described within this program area.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $1,005,077.00 BIL NHTSA 405C – $3,119,924.17
(v) Considerations to determine projects	All projects will be done in consultation with the Traffic Records Coordinating Committee.
(vi) Uniform Guideline and description:	No. 10 Traffic Records – Based on UG #10 we are implementing projects that will improve accessibility, accuracy, timeliness, integration, uniformity, and completeness.

Countermeasure Strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through Program Management.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022 137 fatal crashes resulted in 146 fatalities. Program Management has proven to be an effective mechanism in helping to guide and drive other Counter Measures to success in helping to reduce fatalities.
(ii) List of Countermeasures and Justification	TR - Planning & Administration TR - NH OHS Staffing TR - Consultants While traffic records do not have a section in the Countermeasures That Work, Uniform Guidelines #10 and our most recent assessment indicate that each of these CMs is a critical component of an effective program area.
(iii) Performance Target and Link between Strategy and Target	Increase local law enforcement agencies reporting crash and enforcement data (annually) from 134 (2023) to 150 (2026). Program Management is necessary to ensure the successful implementation of all other CMs described within this area, to help to reduce fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $316,680.00 BIL NHTSA 402-405e flex - $327,600.00
(v) Considerations to determine projects	All projects will be done in consultation with the Traffic Records Coordinating Committee. Implementing other traffic records CMs described within this program area will require effective Planning and Administration efforts through adequate Staffing within the NH OHS and using outside consultants.
(vi) Uniform Guideline and description:	No. 10 Traffic Records – Based on UG #10 we are implementing a Program Management CM that will make a positive impact on overall

	efforts to improve accessibility, accuracy, timeliness, integration, uniformity, and completeness.

Occupant Protection Countermeasure Strategy

Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities through Enforcement activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	38% of motor vehicle fatalities are unrestrained. Enforcement has proven to be an effective mechanism to influence use of seat belts and help to reduce unbelted fatalities.
(ii) List of Countermeasures and Justification	5.1 Short High-Visibility CR Law Enforcement (CTW 5 ★★★★★)
(iii) Performance Target and Link between Strategy and Target	Reduce Unrestrained Motor Vehicle Fatalities from 56 in 2022 to 53.6 by 2026. Enforcement is necessary to achieve significant and lasting increases in seat belt usage.
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $634,889.00 BIL NHTSA 405b - $69,888.00
(v) Considerations to determine projects	PPE activities, data analysis will assist with determining appropriate project locations and potential local partners.
(vi) Uniform Guideline and description:	No. 20 Enforcement Program – Based on UG #20 we are implementing a CM that works to make the largest impact on OP through enforcement activities.

Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities through Education, Communications & Outreach activities.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	38% of motor vehicle fatalities are unrestrained. Media campaigns to support law enforcement efforts and to educate parents and older children on the proper use of restraints and booster seats, have proven to be effective mechanisms influence and use of seat belts and help to reduce unbelted fatalities.
(ii) List of Countermeasures and Justification	3.1 Supporting Enforcement (CTW 3 ★★★★★) 6.1 Strategies for Older Children (CTW 6 ★★★) 6.2 Strategies for Child Restrain and Booster Seat Use (CTW 6 ★★★) **Note**: The importance of not leaving children in unattended vehicle will be addressed within the CPS program.
(iii) Performance Target and Link between Strategy and Target	Reduce Unrestrained Motor Vehicle Fatalities from 56 in 2022 to 53.6 by 2026. Enforcement is necessary to achieve significant and lasting increases in seat belt usage.

(iv) Estimated 3-year Funding	BIL NHTSA 402 - $43,680.00 BIL NHTSA 405b - $698,880.00
(v) Considerations to determine projects	PPE activities, data analysis will assist with determining appropriate project locations and potential local partners.
(vi) Uniform Guideline and description:	No. 20 Enforcement Program – Based on UG #20 we are implementing a CM that works to make the largest impact on OP through enforcement activities.

Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities through Other Strategies.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	38% of motor vehicle fatalities are unrestrained. NHOHS OP Planning and Administration guiding programs such as the UNH Seat Belt Use and Attitude Surveys and IPC Child Passenger Safety (CPS) - Child Restraint System Inspection Stations, has proven to be an effective mechanism to gauge and influence proper use of child restraint devices and booster seats and help to reduce unrestrained fatalities.
(ii) List of Countermeasures and Justification	7.1 School Based Programs (CTW 7 ★★★) 7.2 Inspection Stations (CTW 7 ★★★) **Note**: The importance of not leaving children in unattended vehicle will be addressed within the CPS program.
(iii) Performance Target and Link between Strategy and Target	Reduce Unrestrained Motor Vehicle Fatalities from 56 in 2022 to 53.6 by 2026. CPS programs are necessary to achieve significant and lasting increases in proper child restraint device and booster seat usage. The importance of not leaving children in unattended vehicle will be addressed within the CPS program
(iv) Estimated 3-year Funding	BIL NHTSA 402 - $103,740.00 BIL NHTSA 405b - $789,644.00
(v) Considerations to determine projects	PPE activities, data analysis will assist with determining appropriate project locations and potential local partners.
(vi) Uniform Guideline and description:	No. 20 Enforcement Program – Based on UG #20 we are implementing a CM that works to make the largest impact on OP through enforcement activities.

EMS – Emergency Medical Services Countermeasure Strategy

Countermeasure Strategy	Decrease motor vehicle fatalities through the acquisition of extrication equipment for targeted distribution within the New Hampshire Fire and EMS community.
(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022, 137 motor vehicle crashes resulted in 146 fatalities in the state of New Hampshire. Updated extrication equipment and tools will help Fire and EMS personnel to substantially reduce treatment and transport times of entrapped motor vehicle passengers involved in serious crashes, which will help in reduce fatalities.
(ii) List of Countermeasures and Justification	Fire & EMS Extrication Equipment acquisitions.
(iii) Performance Target and Link between Strategy and Target	Decrease fatalities from 123.2 (2018-2022) average to 121.6 (2022-2026) average. Updated EMS extrication equipment is vital in efforts to treat and transport seriously injured crash victims in a timely manner to help reduce fatalities.
(iv) Estimated 3-year Funding	BIL NHTSA EMS 402– $436,800.00
(v) Considerations to determine projects	PPE activities and data analysis will help to identify areas of priority, as well as underserved communities that may be overrepresented in fatal motor vehicle crashes and allow us to target the proper locations for distribution of EMS extrication equipment accordingly.
(vi) Uniform Guideline and description:	No. 11 Emergency Medical Services – Based on UG #11 we are implementing a CM that will work to help make positive and substantial impact on the expeditious treatment and transport of those seriously injured in motor vehicle crashes, which will help to reduce fatalities.

Countermeasure Strategy	Decrease motor vehicle fatalities through EMS Equipment program management.

(i) Problem from (b)(1) being addressed and description of the Link between problem and strategy	In 2022, 137 motor vehicle crashes resulted in 146 fatalities in the state of New Hampshire. Program Management has proven to be an effective mechanism in helping to guide and drive other Counter Measures to success in helping to reduce fatalities.
(ii) List of Countermeasures and Justification	Fire & EMS Extrication Equipment – Planning & Administration Fire & EMS Extrication Equipment – NH OHS Staff
(iii) Performance Target and Link between Strategy and Target	Decrease fatalities from 123.2 (2018-2022) average to 121.6 (2022-2026) average. Updated EMS extrication equipment is vital in efforts to treat and transport seriously injured crash victims in a timely manner to help reduce fatalities. Effective program management is necessary in order to ensure the successful implementation of all other CMs described within this area.
(iv) Estimated 3-year Funding	BIL NHTSA EMS 402 – $222,768
(v) Considerations to determine projects	PPE activities and data analysis will help to identify areas of priority, as well as underserved communities that may be overrepresented in fatal motor vehicle crashes and allow us to target the proper locations for distribution of EMS extrication equipment accordingly. This will subsequently require increased Planning and Administration efforts through adequate Staffing within the NHOHS.
(vi) Uniform Guideline and description:	No. 11 Emergency Medical Services – Based on UG #11 we are implementing a CM that will work to help make positive and substantial impact on the expeditious treatment and transport of those seriously injured in motor vehicle crashes, which will help to reduce fatalities.

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