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State of New Hampshire

Pedestrian and Bicyclist Safety Program Technical Assessment

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Team members appreciated the opportunity to serve and hope New Hampshire will consider and implement the proposed recommendations to improve its pedestrian and bicycle safety program.





Introduction

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing pursuit to reduce traffic crashes and subsequent fatalities and injuries, NHTSA offers Highway Safety Program Assessments to the States.

The Highway Safety Program Assessment process is an assistance tool that allows State management to review various highway safety and emergency medical services (EMS) programs. Program assessments are provided for EMS, occupant protection, impaired driving, traffic records, motorcycle safety, police traffic services, driver education, and pedestrian and bicyclist safety.

The purpose of the assessment is to allow State management to review all components of a given highway safety or EMS program, note the program's strengths and accomplishments, and note where improvements can be made. The assessment can be used as a management tool for planning and deciding how to use available resources best. The highway safety and EMS program assessments provide an organized approach and well-defined procedures that States can use to meet these objectives. The assessments are cooperative efforts among State highway safety offices, state EMS offices, and NHTSA. In some instances, the private sector is also a partner in the effort.

Program assessments are based on the Uniform Guidelines for State Highway Safety Programs required by Congress and are periodically updated through a public review process. For each highway safety program area, the criteria against which each State program is assessed were developed using these uniform guidelines, augmented by current best practices.

NHTSA staff facilitates the assessment process by assembling an assessment team to review all components of a given highway safety or EMS program, note the program's strengths and accomplishments, and note where improvements can be made. The team comprises individuals who have demonstrated competence in the various components of the specific highway safety program area for which the assessment is held.

The State of New Hampshire voluntarily requested NHTSA's assistance in assessing their State's pedestrian and bicyclist safety program. This resulting assessment report reflects the Team's findings based on the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety (2006), current practice, and their expertise*. Recognizing the importance and impact of emergency medical services (EMS) in addressing traffic safety, this report includes a section focused on EMS. This report also considers recommendations to address equity and accessibility as it impacts pedestrian safety in underserved, overburdened, and disadvantaged communities. While the State Highway Safety Office requested the assessment, not all recommendations are its responsibility, but they may facilitate accomplishing them. The Team conducted the New Hampshire Pedestrian and Bicycle Safety Program Assessment from 01/05/2024 to 05/02/2024.





Organization of Report

The report is structured to allow for a quick review of the assessment results. The Team's priority recommendations precede the summary results of each component area: Program Management, Education, Enforcement, Engineering, and Emergency Medical Services. Equity and Accessibility are woven within each of the module areas. The summaries are the Team's findings in response to questions contained in the Pedestrian and Bicyclist Safety Program Technical System Advisory and corresponding to the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety (2006)* as well as reflecting current best practices.





Priority Recommendations

Program Management

- Include law enforcement and EMS participation on the Complete Streets Advisory Council and establish a working group to catalog the resources of each partner. This will minimize duplication of effort, maximize resource and information sharing, and identify opportunities for collaboration.
- Diversify projects funded by the Highway Safety Office to include subgrantees from advocacy organizations, local governments, and other partners who can reach communities that have historically been underrepresented and underserved.
- Improve law enforcement (LE) reporting of crash data. Currently, 60% of LE agencies are reporting crashes electronically. Work to bring all law enforcement agencies into the electronic crash reporting system. Train law enforcement agencies on data collection in crash reports to increase the accuracy of data.
- Increase collaboration on applying Highway Safety Program funding and Highway Safety Improvement Program funding to support a Safe System Approach. This will draw people out of their silos and demonstrate the value of sharing resources and taking a comprehensive approach to solving the State's pedestrian and bicycle safety problems.

Education

- Fill the vacant Public Information Officer position as quickly as possible to address the following key activities: 1. updating the annual communications plan each year using data to be more strategically aligned and evaluate bicycle and pedestrian safety messages; and 2. including bicycle and pedestrian safety in the plan's tactical section. If filling this position in a timely manner is unrealistic, utilize grant funding as an interim to identify a partner organization that can develop a more robust, data-driven approach to bicycle and pedestrian safety message strategies.
- Develop a suite of communications assets to allow grant-funded law enforcement agencies to make their communities aware of bicyclist-motorist and pedestrian-motorist traffic enforcement initiatives. This should include template pre- and post-enforcement news releases, state-specific fact sheets regarding bicycle and pedestrian crashes and fatalities, and sample social media posts with graphics. Messaging must address motorists, bicyclists, and pedestrians as appropriate. Utilize the Highway Safety Office's existing network to distribute messaging to grantees and traffic safety partners.
- Utilize an existing bicyclist and pedestrian safety group to assist with the process of developing a communications plan for these safety areas. The communications plan should be crash-data focused and include specific audiences for bicyclists, pedestrians, and motorists, as well as key messages for each. This new plan should address key concerns identified during public participation, virtual listening sessions, and roundtables.





Enforcement

- Create and distribute a compilation of best practices from around the State to train officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.
- Seek recognition opportunities for officers who show dedication and devotion to the education and enforcement of laws protecting vulnerable roadway users.
- Involve law enforcement personnel during the planning stages of roadway engineering modifications and infrastructure programs at all levels of government, possibly enlisting the New Hampshire Police Chiefs Association and Sheriffs Association's Roadway Safety Committee. By involving the Associations in the Complete Streets Advisory Committee, such involvement would assist in the post-infrastructure education and training of agency personnel on roadway engineering applications and technology implementation by capitalizing on the networking abilities of the Associations.

Engineering

- Eliminate the practice that allows local agencies to omit sidewalks and other non-motorized safety measures from new and retrofitted NHDOT highway projects.
- Develop implementation plans for the New Hampshire Pedestrian and Bicycle Plan and the New Hampshire Vulnerable Road User Safety Assessment to ensure the policy recommendations and action plans are implemented.
- Improve the quality of non-fatal crash data for improved accuracy and analysis.
- Finalize the Complete Streets Policy for the NHDOT.
- Develop a data warehouse and collect pedestrian and bicyclist exposure data for project planning and analysis. Develop a non-motorized traffic count and monitoring program.

Emergency Medical Services

- Implement Level IV designation for all hospitals in the State that receive trauma patients. This may include simple, low-cost measures such as Advanced Trauma Life Support training for emergency department personnel, submission of data to the trauma registry, developing transfer agreements with higher level hospitals, etc.
- Incorporate crash data with NHESR, trauma registry, emergency department, hospital in-patient/discharge, rehabilitation, and morbidity databases to track injury causes, magnitude, costs, and outcomes in a statewide Injury Surveillance System (ISS).

Equity and Accessibility

- Create a program to monitor the completeness of local jurisdiction Americans with Disabilities Act (ADA) transition plans; this could be handled by the NHDOT ADA Compliance Coordinator.
- NHOHS should increase tracking the outcomes of outreach, not just outreach efforts. Conduct more proactive - rather than reactive - outreach.





- Consider expanding Community Outreach and Betterment efforts by finding immigrant and refugee groups to partner with or other partners from communities that are more likely to have members walking or rolling in higher-risk areas of the State.
- Evaluate agency job postings for inclusivity and remove unnecessary requirements that may exclude disabled and low-income people. Examples of these include requirements for driver's licenses, the ability to lift 40 lbs., or credentials that could instead be satisfied with documented work history or lived experience.
- Make Bike/Walk audits a standard part of the design process.
- Consider the possibility of multiuse trails for travel in rural areas.
- The new Complete Streets Policy should eliminate the challenge posed by NHDOT's inability to add sidewalks to a project unless agreement with municipalities to maintain it (the same applies for bike lane striping) for roads to be safe and accessible for all users.
- Conduct a pedestrian/bike level of traffic stress analysis to add insight to where the most dangerous and uncomfortable streets and crossings are located.
- Consider school location, in the context of VRU safety, as well as other land use changes that could reduce the need to drive, making it safer for children and other people walking/rolling/biking to get to where they need to go more safely and comfortably.





Assessment Results

Program Management

Advisory

Developing, implementing, and evaluating a comprehensive State Pedestrian and Bicyclist Safety Program (PBSP) is critical for effectively addressing and promoting pedestrian and bicyclist safety. Each State typically designates a lead agency responsible for managing the PBSP. Formal designation of a single state agency to lead this effort through legislation, executive order, or other documentation institutionalizes commitment and provides for leadership and coordination of effort. The PBSP should be supported and informed by multidisciplinary stakeholders, including those representing engineering, education, enforcement, and EMS and associated injury surveillance systems. Involving stakeholders allows for varying perspectives for identifying, developing, planning, and implementing activities, leading to better decision-making and the likelihood of success. Stakeholders can secure resources to garner support and assist with implementation. At a minimum, this group is responsible for participating in strategic planning for the PBSP by providing input for designing and developing pedestrian and bicyclist safety program plans. They can also greatly assist in promoting and implementing planned efforts.

The foundation of any safety plan is data. State safety plans should frame the State's existing pedestrian and bicyclist safety conditions and issues using a combination of crash, roadway, citation/adjudication, and EMS/Injury Surveillance System (ISS) data. The plan should have identified safety goals and performance measures organized by the responsible party and resources to track success. The pedestrian and bicyclist safety plan must also incorporate a communications plan or strategy that keeps all stakeholders informed and engaged. Dedicated or allocated funding from various sources allows for predictable planning and demonstrates a committed constituency of program supporters to implement the plan. Lastly, integrating the PBSP into a State's Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), Highway Safety Improvement Program (HSIP), and other relevant plans bridges the gap between plan and action.

States should evaluate their program and plans annually, identifying successful outcomes, ongoing challenges, potential solutions, and recommendations for improvement. This process should be dynamic rather than static and actively reported to stakeholders and the public.

Each State should enact and enforce traffic laws and regulations that protect pedestrians and bicyclists from motor vehicle crashes and promote safe driving, walking, and cycling practices.

Summary

Each State, in cooperation with its political subdivisions, tribal governments, and other appropriate parties, should develop and implement a comprehensive highway safety program reflective of state demographics to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads.





The Highway Safety Program should include a comprehensive pedestrian and bicycle safety program that promotes safe pedestrian and bicycle practices, educates drivers to share the road safely with other road users, and provides safe facilities for pedestrians and bicyclists through a combination of policy, enforcement, communication, education, incentive, and engineering strategies. Given the multidisciplinary nature of the highway safety problem, the implementation of a comprehensive pedestrian and bicycle safety program requires coordination among several state agencies. The State has a pedestrian and bicyclist safety program guided by multiple plans. The 2022-2026 New Hampshire Strategic Highway Safety Plan includes a non-motorized vulnerable roadway user emphasis area and action plan. The New Hampshire Pedestrian and Bicycle Plan was recently updated in August of 2023. The Highway Safety Plan identifies specific actions and funding for pedestrian and bicyclist safety. Additional program areas that directly impact pedestrian and bicyclist safety include speed control, distracted driving, and impaired driving/riding/walking. Pedestrian and bicyclist safety is part of these additional program areas' emphasis and coverage. The NHOHS has a strong relationship with law enforcement and strong enforcement project implementation. Efforts should be made to expand project focus in the education and outreach area, and local advocacy organizations can assist with this. The Complete Street's Advisory Committee serves as a forum to exchange information, ideas, and resources related to bicycling, walking, and transit among NHDOT, other state agencies, local and regional planners, and community organizations. Pedestrian and bicycle safety champions who can increase awareness and buy-in from all stakeholders can be found in this forum. The Committee should be expanded to include law enforcement and emergency medical services. The State's planning efforts are strongly advised by data, however, NHOHS recognizes the need for a central data warehouse for planning and evaluations. Efforts are currently underway to secure funding. This should be prioritized and include new data elements, such as hospital injury data, race, disability, and income, to identify historically disadvantaged communities to bring new people to the table who are disproportionately impacted by pedestrian and bicycle crashes. Currently, only 60% of law enforcement are reporting crashes electronically. Efforts should be made to increase this to 100% participation to allow for a complete crash data picture. NHOHS has a very robust Public Participation and Engagement Plan. The plan should continue to be enhanced to expand efforts to communities not traditionally served and to diversify projects. The State should increase collaboration on applying Highway Safety Program funding and Highway Safety Improvement Program funding to support a Safe System Approach. The recent Vulnerable Road Safety Audit can be used as a springboard for this. The Safe System Approach will draw people out of their silos and demonstrate the value of sharing resources and taking a comprehensive approach to solving the State's pedestrian and bicycle safety problems.

Recommendations

- **Include Law Enforcement and EMS participation on the Complete Streets Advisory Council and establish a working group to catalogue the resources of each partner. This will minimize duplication of effort, maximize resource and information sharing, and identify opportunities for collaboration.**
- **Diversify projects funded by the Highway Safety Office to include subgrantees from advocacy organizations, local governments, and other partners who can reach communities that have historically been underrepresented and underserved.**





- **Improve law enforcement (LE) reporting of crash data.** Currently, 60% of LE agencies are reporting crashes electronically. Work to bring all law enforcement agencies into the electronic crash reporting system. Train law enforcement agencies on data collection in crash reports to increase accuracy of data.
- **Increase collaboration on applying Highway Safety Program funding and Highway Safety Improvement Program funding to support a Safe System Approach.** This will draw people out of their silos and demonstrate the value of sharing resources and taking a comprehensive approach to solving the State's pedestrian and bicycle safety problems.
- Establish formal evaluation plans for pedestrian and bicyclist highway safety grants from the Highway Safety Office and pedestrian and bicyclist infrastructure projects from the Department of Transportation.
- Review and update the Policy & Procedure (P&P) manual for the Highway Safety Office.
- Continue to build on the existing plan to increase public engagement in the planning process and include communities of interest in surveys, messaging, and educational outreach, Road Safety Audits, and advisory committees.

Education

Advisory

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include a comprehensive, data-driven education and public outreach (communications) plan that is evaluated to determine message reach and effectiveness. The State and stakeholders should use various data to identify target audiences (e.g., crash, demographic, geographic, appropriate messages, delivery methods, reach of education, and outreach) and evaluate the plan's effectiveness based on the use of dedicated resources and quantified outcomes. An effective education and communications plan is based on data and research that helps determine the target audience, the most effective and efficient methods of reaching the audience, the personnel and funding resources (needed, available, and in use), identifies appropriate content, and supports program and policy efforts. A good communications plan reflects the overall efforts outlined in a pedestrian and bicyclist safety program or traffic safety strategic plan. A comprehensive communications plan has objectives that address, but are not limited to, increasing knowledge of a safety best practice or law, focusing on safe practices by all road users, changing behavior to reduce crashes, and encouraging or conveying the benefits of walking and bicycling for the target audience(s). In addition to educating on best practices and promoting behavior change, to be most effective, the communications plan should complement programmatic efforts such as enforcement and engineering actions to address pedestrian and bicyclist safety. The plan should be reviewed and revised based on changing conditions and priorities.

Having a designated lead agency to coordinate communications and education efforts to promote pedestrian and bicyclist safety will likely significantly impact reaching intended audiences with effective





content-appropriate information. On the State level, this communications and education effort should be coordinated with multiple stakeholders that include, at a minimum, traffic engineering, law enforcement (including regular and high visibility enforcement), public health, education and driver licensing agencies, pedestrian and bicyclist safety advocates, as well as non-traditional entities such as business. It should provide outreach to, coordinate with, and include school, business, professional driver education, and community-based education efforts, involve all appropriate State and local agencies through funded and unfunded activities and objectives, and provide access to training and outreach programs and materials. The agency leading this outreach should initiate or offer resources to acquire knowledge of the related efforts of all entities involved in pedestrian and bicyclist safety activities or programs, including local and statewide public awareness campaigns. These campaigns should identify the extent of the safety problem, highlight mode-specific practices for safely sharing the road, including using pedestrian and bicyclist-specific infrastructure, discuss the rules of the road and State laws, and visibility and conspicuity in the traffic system. New or improved roadway designs and infrastructure to address pedestrian and bicyclist safety may not be intuitive for all roadway users (pedestrians, bicyclists, and motorists) to navigate. Public education is critical for teaching all road users how to navigate new or improved roadway designs and infrastructure. Education should include on-bike safety training for children and adults. Information relayed to the public should reflect the audience for which it serves and take into account the language and channels or methods the audience uses to convey information both orally and in writing.

A multidisciplinary group of stakeholders allows for greater reach and implementation of education and outreach efforts. An interdisciplinary group of stakeholders includes those with traditional responsibility for addressing traffic safety, specifically pedestrian and bicyclist safety, such as law enforcement, health care community, bicyclist and pedestrian advocacy groups, public safety, transportation departments, pre-licensing driver education, and schools, as well as untraditional stakeholders such as private businesses. Integrating pedestrian and bicyclist safety messages and education into other program efforts can help elevate its effectiveness.

A variety of funding resources can support a rigorous education or outreach campaign. States should use earned, donated (unpaid), owned and paid media (print, broadcast/cable, outdoor, digital/social), traditional and non-traditional partnerships, experiential-based events and activities, and other channels that are culturally and linguistically appropriate to reach key demographic groups including high-risk populations (e.g., children, seniors, new immigrants). Each media effort should include a means by which the resources spent can be evaluated for effectiveness in reaching its appropriate audience.

Summary

New Hampshire has a strong behavior-based traffic safety program, with staff committed to crafting programs and plans that seek to reduce traffic crash injuries and fatalities, including those involving bicyclists and pedestrians. The State follows the National Highway Traffic Safety Administration's (NHTSA) communications calendar to align with national campaigns and messages that address the broad spectrum of behavior-based traffic safety issues. Further, New Hampshire takes advantage of NHTSA's public information materials to support state-based communications programs.





Communications efforts, however, have been hampered by a long-term Public Information Officer vacancy in the Highway Safety Office. The most recent annual communications plan is dated 2022. While robust in other areas, the plan has no detail for 1. bicyclist and pedestrian safety efforts, including audiences for bicyclists, pedestrians, and motorists, and 2. crash-based messaging strategies.

Developing a comprehensive data-based communications plan for bicyclist and pedestrian safety will provide a roadmap for state and local agencies, grantees, and advocates. Plan development should draw in traditional and non-traditional partners to address the sometimes complex nature of programs designed to address these two safety areas.

At a minimum, the new plan should include developing communications resources to promote awareness of bicyclist and pedestrian enforcement and use the State's strong network of law enforcement partners and advocacy groups to ensure drivers, bicyclists, and pedestrians are aware of enforcement efforts designed to improve safety. The plan should also address building communications tools for engineering applications for bicyclist and pedestrian safety, keeping in mind that communication must include drivers, cyclists, and pedestrians. Finally, a new plan should address communicating with underserved and non-English-speaking populations who may more frequently walk or ride than the general population.

Recommendations

- **Fill the vacant Public Information Officer position as quickly as possible to address the following key activities: 1. updating the annual communications plan each year using data to be more strategically aligned and evaluate bicycle and pedestrian safety messages; and 2. including bicycle and pedestrian safety in the plan's tactical section. If filling this position in a timely manner is unrealistic, utilize grant funding as an interim to identify a partner organization that can develop a more robust, data-driven approach to bicycle and pedestrian safety message strategies.**
- **Develop a suite of communications assets to allow grant-funded law enforcement agencies to make their communities aware of bicyclist-motorist and pedestrian-motorist traffic enforcement initiatives. This should include template pre- and post-enforcement news releases, state-specific fact sheets regarding bicycle and pedestrian crashes and fatalities, and sample social media posts with graphics. Messaging must address motorists, bicyclists, and pedestrians as appropriate. Utilize the Highway Safety Office's existing network to distribute messaging to grantees and traffic safety partners.**
- **Utilize an existing bicyclist and pedestrian safety group to assist with the process of developing a communications plan for these safety areas. The communications plan should be crash-data focused and include specific audiences for bicyclists, pedestrians, and motorists as well as key messages for each. This new plan should address key concerns that were identified during public participation, virtual listening sessions, and roundtables.**
- **Harness the expertise, reach, and enthusiasm of the State's partner bicycle and pedestrian safety-focused groups, as well as non-traditional organizations representing underserved populations and those new to the country, to implement a communications plan specific to the bicycle and pedestrian**





safety issues in New Hampshire.

- Bring together state and local traffic engineering agencies, law enforcement, and bicycle and pedestrian safety organizations to develop a communications toolbox aimed at engineering countermeasures to improve bicycle and pedestrian safety. Identify existing or develop new materials that will be available for use among state and local transportation agencies, governments, and other groups that can help share the information widely. This will help ensure motorists, bicyclists, pedestrians, and law enforcement understand how to navigate new roadway features as intended.
- Conduct analysis for both bicyclist and pedestrian safety that provides clear and easy-to-understand problem identification for the bicyclist, pedestrian, and motorist once the State has a more timely and robust crash data system in place. Use this information to develop education and communication programs and outreach when and where appropriate. While the National Highway Traffic Safety Administration provides high-quality traffic safety messages for use by states, they are general in nature.
- Translate the State's bicyclist and pedestrian safety brochure into Spanish and make available online and in-print form as soon as possible. Determine (while working with groups that serve non-English speaking populations) if the brochure, as written, is easily understandable for non-English speaking groups. Make changes, including making new graphics, to facilitate clear communication.

Enforcement

Advisory

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should be supported by law enforcement personnel trained to understand, investigate, and document the pedestrian and bicyclist crash problem, including who is involved, the causation factors, and where these crashes are occurring, as well as the traffic laws that contribute to the safety of non-motorized roadway users. This includes laws that provide for increased penalties for motorists that engage in high-risk behaviors that can lead to serious injury or death of non-motorized users, including speeding and distracted and impaired driving, as well as require bicyclists and pedestrians to follow the same rules of the road as motorists (e.g., refraining from walking or bicycling while distracted or impaired).

Agency policy should require ongoing analysis of all available crash, citation, and contact data; the timely and accurate reporting of crash data; and the deployment of proven countermeasures such as high visibility enforcement and other technologies to decrease pedestrian and bicyclist crashes. Enforcement should be coupled with community-based education and outreach conducted with State and local media, walking and bicycling organizations, and advocates to increase public awareness of the pedestrian and bicyclist safety problem, applicable laws, and safety best practices.





Agency leadership should encourage creative strategies to promote safe pedestrian, bicyclist, and motorist behaviors, such as:

- ☐ *a written warning program or citation diversion classes for violators;*
- ☐ *collaboration with roadway engineers, planners, advocates, and elected officials to identify solutions (e.g., infrastructure, signage, policy) for addressing high, non-motorized crash locations and unsafe roadway user behaviors; and*
- ☐ *the requirement for transparency in the reporting of all pedestrian and bicyclist safety enforcement activities, including the rationale, goals, results, and next steps in promoting safety.*

Summary

In New Hampshire, law enforcement responsibilities are shared among the New Hampshire State Police, various county sheriffs' departments, and local police agencies. Responsibility for the enforcement of pedestrian and bicycle laws is shared among all law enforcement entities, while crash investigation is primarily handled by local agencies and the State Police. Some Sheriffs' Offices conduct traffic enforcement; this practice is currently not widespread but is increasing.

There is only one police academy in New Hampshire, ensuring that all officers are provided consistent training. Training on completion of the state crash report form is conducted during a crash investigation block of instruction. Additional training in traffic homicide and crash reconstruction is available for tenured officers. This training includes detailed instruction on investigating pedestrian and bicycle crashes. New Hampshire State Patrol assists local agencies in complex crash investigations to include traffic homicide investigations if requested.

Pedestrian and bicycle crash investigation is briefly addressed during academy crash investigation training. Additional (and more in-depth) training is available to officers who investigate traffic homicides and more serious crashes. Pedestrian or bicyclist involvement in a crash including distraction and impairment is documented on the crash report, but the crash investigation form does not allow for the collection of detailed information about pedestrian or bicyclist involvement other than in the narrative. Without the ability to search free text within the report, the extraction of pedestrian or bicyclist data for analysis, evaluation, and problem identification is limited. The New Hampshire Office of Highway Safety is considering the purchase of software allowing for in-depth analysis of crash reports which will greatly benefit agencies within the State by providing, among other things, hot spot mapping of problem areas.

New Hampshire law requires a civilian to submit a report of a crash within 15 days of occurrence and requires law enforcement to submit a report within 7 days of the occurrence. Such timely reporting facilitates actionable analysis of current trends and applicable countermeasures to address emerging problem areas. Once crash analysis software is in place, the benefits of this timely reporting can be maximized.

Agency policy that supports pedestrian and bicyclist safety is in place in some agencies; however, it can't be determined how widespread this practice is without requesting policies from each agency in the





State. The policy provided was specific and supportive of protecting vulnerable roadway users, specifically pedestrians and bicyclists.

Law enforcement officers currently have an option to give a written or verbal warning and divert a citation for an observed violation.

Agencies disseminate pedestrian and bicyclist safety information provided by both the State and by advocacy groups at bicycle rodeos and other community events. Awareness of these resources may not be widespread among agencies.

As proposals are developed for engineering modification to roadways at the local level, law enforcement input and participation are proactively sought; however, at the State level, law enforcement input may be lacking.

It is the belief of many enforcement personnel that enforcing pedestrian and bicyclist safety laws is a low agency priority and therefore is marginalized by those not seeing it as important. While opportunities exist for recognition for excellence in other areas of law enforcement (i.e. DUI enforcement), there is currently no formalized recognition program for officers who have shown an interest in increasing bicyclist and pedestrian safety. Such recognition encourages the continued involvement of officers in traffic safety efforts and recognizes individual lifesaving efforts on the part of the officer.

Recommendations

- **Create and distribute a compilation of best practices from around the State to train officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.**
- **Seek recognition opportunities for officers who show dedication and devotion to the education and enforcement of laws protecting vulnerable roadway users.**
- **Involve law enforcement personnel during the planning stages of roadway engineering modifications and infrastructure programs at all levels of government, possibly enlisting the New Hampshire Police Chiefs Association and Sheriffs Association's Roadway Safety Committee. By involving the Associations in the Complete Streets Advisory Committee, such involvement would assist in the post-infrastructure education and training of agency personnel on roadway engineering applications and technology implementation by capitalizing on the networking abilities of the Associations.**
- **Emphasize the lifesaving benefit of enforcing pedestrian and bicyclist laws in both the basic recruit training academy and in-service training for law enforcement officers.**
- **Further cultivate and formalize the partnership with New Hampshire's pedestrian and bicyclist advocacy groups who stand ready to assist agencies who are aware of their beneficial contributions and who request assistance.**





- Stress the importance of collection and documentation of pedestrian and bicyclist information and unique crash scene evidence during basic law enforcement officer training on crash investigation, particularly in the narrative section of the crash report.

Engineering

Advisory

Every roadway project should consider highway traffic safety engineering that considers the safe movement of pedestrians and bicyclists throughout a roadway network. This highway traffic safety engineering component should be incorporated into the design, construction, operation, and maintenance elements of a project and seek to balance the benefits and costs that will result in the best return on investment.

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include a policy incorporating a traffic safety engineering component coordinated with the State's local roads engineering program, State and local education programs, law enforcement agencies, Metropolitan Planning Organizations, and transit systems. Recognizing that roadway geometrics, pavement markings, and signage influence the behavior of all transportation modes (including pedestrians and bicyclists), States should use proven national engineering guidelines, strategies, and research-based best practices as guidance for incorporating pedestrian and bicyclist safety engineering designs (including accessibility) into their roadway projects.

States should analyze all available data (roadway, behavioral, demographic, and socioeconomic), field observations, and public input to plan, design, and maintain all roadway projects. Problem identification and evaluation of pedestrian and bicyclist crashes requires creating and maintaining crash databases at the State and local levels. The crash database should contain the elements that identify the frequency and type of crashes, including the contributing causes. This data should be used to evaluate and select appropriate engineering solutions to counteract the causation of pedestrian and bicyclist conflicts with motorists. In addition, Roadway Safety Audits are encouraged to identify and implement pedestrian and bicyclist safety improvements in existing and future roadway projects.

While a roadway network systems approach to planning, design, and maintenance is encouraged, states should also identify, select, and install the appropriate countermeasures to address high pedestrian and bicyclist crash (spot) locations at intersections and multi-lane roadways.

States should consider adopting a Complete Streets (or similar) program incorporating safe and convenient walking and bicycling facilities into urban transportation projects. A Complete Streets approach changes the way transportation decisions are made by incorporating design guidelines that address the safe movement of pedestrians and bicyclists in urban areas and on State highways that may serve as main streets in small communities.

States should encourage public involvement in the planning and design of all pedestrian and bicycle roadway improvement projects. Emphasis should be given to assessing and addressing the





transportation needs of underserved communities (racial/ethnic, low income, children, seniors, people with disabilities) where walking and bicycling are the primary mode of travel, and transit riders (safe walking and bicycling routes to transit with well-maintained infrastructure).

All completed projects should be evaluated to assess the return on investment and the overall impact on safety. The evaluation findings should guide future improvements and be shared with the public.

Summary

The New Hampshire Department of Transportation (NHDOT) is responsible primarily for the state roads outside the Urban Compact areas, which are predominately in rural areas. However, any road design or construction projects using federal funds requires oversight from the NHDOT. Within cities, the local jurisdictions are responsible for monitoring, operation, and maintenance of the streets, including the state highways. While there are several districts within New Hampshire, they are predominantly for maintenance purposes. The planning, design, identification of hazardous locations, etc. is done at the central office. The NHDOT has had an Active Transportation Engineer for approximately 15 years. The Active Transportation Engineer's duties include: 1. the review of all plans for pedestrian and bicyclist issues; 2. responding to questions involving bicycle and pedestrian issues; 3. reviewing traffic control plans to ensure pedestrians and bicyclists will be accommodated during construction; 4. and participating in the Complete Streets Advisory Committee, etc. The Active Transportation Engineer position has no subordinate staff or budget to generate safety projects. The State's DOT has suffered from a lack of staffing and other resources. NHDOT has been following the draft PROWAG since 2016, and it was reported that about 60% of the traffic signals have full APS conversion. Fortunately, statewide bicycle and pedestrian fatalities are relatively low and have fallen in recent years, but these types of crashes are much higher in some of the cities and towns. However, it is not known if the statewide results are due to a lack of data or if there is less walking and bicycling in recent years. The League of American Bicyclists (LAB) ranks New Hampshire 36th overall and 11th (of 11 states) in the northeast region. The lowest grades were in infrastructure and funding for bicycle facilities.

Things being done well include: 1. While the NHDOT does not yet have a Complete Streets (CS) Policy, they are working towards finalizing a CS Policy by the end of the year. A procedure document for a CS Policy is targeted for completion by late November of 2024. This policy does not have to be approved by the legislature. Twelve municipalities in New Hampshire are known to have developed their own CS policy. 2. The NH ADA Title II Transition Plan was updated as of March of 2023 and is very comprehensive. 3. The NH Pedestrian and Bicycle Plan was adopted in August of 2023 and has some excellent recommendations for the planning and design of pedestrian and bicycle facilities. 4. The NH Vulnerable Road User (VRU) Safety Assessment, completed in November of 2023, has some excellent policy initiatives and action items.

The highest priority is to develop a solution to the issue involving communities who opt out of certain pedestrian or bicyclist safety treatment, such as sidewalks, because they do not want to be responsible for maintenance. State and local officials must jointly decide how to address this problem so that





pedestrians will have a safe place to walk.

Another high priority item includes developing implementation plans for the New Hampshire Pedestrian and Bicycle Plan and the Vulnerable Road User Safety Assessment so that the policies are implemented and the action plans are completed. Each action plan should be assigned to a responsible person or position within the New Hampshire government to ensure completion.

Completion and adoption of the New Hampshire Complete Streets Plan is important for guiding the design and implementation of future highway projects, especially those in urban areas.

Improving the quality of non-fatal crash data, including all non-motorized crashes in the statewide database, and establishing a data warehouse, along with the collection of pedestrian and bicycle data, are also high priorities.

Recommendations

- **Eliminate the practice that allows local agencies to omit sidewalks and other non-motorized safety measures from new and retrofitted NHDOT highway projects.**
- **Develop implementation plans for the New Hampshire Pedestrian and Bicycle Plan and the New Hampshire Vulnerable Road User Safety Assessment to ensure the policy recommendations and action plans are implemented.**
- **Improve the quality of non-fatal crash data for improved accuracy and analysis.**
- **Finalize the Complete Streets Policy for the NHDOT.**
- **Develop a data warehouse and collect pedestrian and bicyclist exposure data for project planning and analysis purposes. Develop a non-motorized traffic count and monitoring program.**
- Update the NH Highway Design Manual to provide more design and application guidance for pedestrian and bicycle safety countermeasures, including the design and application of PHBs, application of RRFBs, bicycle detection at traffic signals, etc.
- Include non-motorized crash data for crashes that do not involve a motor vehicle in the statewide crash database.
- Revise the evaluation of HSIP projects to average out the cost for fatal and severe injury crashes for evaluating safety improvements.
- Increase staffing and provide a budget for the Active Management Program.
- Increase the number of RSAs and conduct them on project designs before a highway design is finalized and prior to construction.





Emergency Medical Services

Advisory

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include an emergency medical services (EMS) component with the most up-to-date technologies, systems, and practices for responding to traffic crashes and other roadway incidents and improving injury outcomes. The State's EMS system should be able to react promptly to bicyclist and pedestrian injuries that occur at locations not accessible to ambulances. States should have a statewide 9-1-1 system that easily interfaces with a wide range of communications technologies, including wireless and voice-over-Internet Protocol (VoIP), identifies the location of the caller, and recognizes the technology generating the call to quickly route the information (photo, video) to the appropriate first responders.

States should require all emergency medical technicians and paramedics to complete training that conforms to NHTSA's National Emergency Medical Services Education Standards and mandates or promotes the use of the Centers for Disease Control and Prevention's (CDC) Guidelines for Field Triage of Injured Patients at the local level to determine injury severity, manage the patient's injuries and select the safest and most appropriate hospital emergency department (ED). Protocols should also be in place to ensure safe and efficient transport to the ED using the most expeditious mode.

All EMS data should be entered into a National EMS Information System-compliant (NEMSIS) reporting system that enables states and EMS stakeholders to assess needs and performance regularly. EMS data should also be captured via a statewide Injury Surveillance System (ISS) that is integrated with the trauma registry, emergency department (ED), hospital discharge, and vital records, linked to the State's crash database, and accessible to government officials, stakeholders, researchers, and the public for identifying at-risk communities and modes, emerging injury problems and trends; and for policy and program decision-making.

States are encouraged to leverage creative strategies to promote bystander care, such as Good Samaritan apps and Stop-the-Bleed training, capitalize on in-vehicle technology systems that transmit crash and location data to call centers and street-level traffic cameras to enhance incident detection and encourage the delivery of traffic safety education and best practices through community-based, paramedicine programs.

Summary

As a state EMS system, New Hampshire has made good progress on all the elements needed to provide injured bicyclists and pedestrians with quality emergency care. There is a reliable 9-1-1 call taking system that is migrating logically towards NG-911 capabilities. The EMS workforce is educated using current National Education Standards and certified by the National Registry of EMTs for competent practice. Support is in place to encourage new people to enter the workforce through easy and inexpensive access to education. There are statewide EMS protocols guiding the care patients receive. All EMS incidents are documented in a statewide NEMSIS data system. Hospitals are voluntarily





categorized and designated according to their trauma care capabilities. While the efforts of NH to organize and sustain its EMS system are admirable, there is still room to improve. Logical next steps that can improve bicyclist and pedestrian safety will also pay dividends to other mechanisms of injury and illness.

One challenge is trauma care in the North Country. As a practical reality, few, if any NH hospitals can "opt out" of receiving trauma patients. Five of the six hospitals in this region are not designated for any level of trauma care. It makes sense to acknowledge the role of these institutions as receiving trauma patients, performing initial lifesaving resuscitation/stabilization, and promptly transferring to a hospital with the necessary resources for definitive care. NH should fully implement its designation of "Level IV" hospitals, as described in the trauma plan. A Level IV designation (as used in several other states) means the hospital has essential equipment; personnel are educated in Advanced Trauma Life Support; transfer arrangements are in place; and the hospital is submitting data to the Trauma Registry. Reliable inter-facility transfer capability between the community hospitals and trauma centers with definitive care resources is an important piece of this puzzle.

Another area that promises to benefit many policy and other decisions is the combination of various existing data systems into a true statewide Injury Surveillance System (ISS). Injury control programs within the traffic safety, public health, and enforcement communities all depend upon this ability to integrate data sources. These systems typically incorporate EMS, trauma, emergency department, hospital in-patient/discharge, rehabilitation, and morbidity databases to track injury causes, magnitude, severity, costs, and outcomes. These systems often rely upon other components of the traffic records system to provide information on injury mechanisms or events (such as traffic crash reports). The statewide ISS should combine the documentation of information about injuries sustained by persons with bicyclist and pedestrian crashes. Although these crashes constitute a small portion of overall injuries, they may still represent a significant cost and burden of care to the State's health system. The statewide ISS integration of health injury data with police-reported traffic crashes will provide a more complete picture for analysis to support research, public policy, and decision making. Creating this system is a long-term venture that faces technical, legal, funding, and professional staffing challenges.

A final area NH should consider as a useful initiative is to encourage a culture change within the EMS community, moving from a focus on acute care to a focus on injury prevention. In the same way the fire service has dramatically reduced property and life loss from fires through policy (engineering-building code enforcement), technology (smoke and CO detectors), and public education (stop drop and roll), EMS needs to begin demonstrating those same approaches and commitment to reducing injuries.

New Hampshire is building on strong relationships between partners at state and local levels with a commitment to safer roadways for all users.





Recommendations

- **Implement Level IV designation for all hospitals in the State that receive trauma patients. This may include simple low-cost measures such as Advanced Trauma Life Support training for emergency department personnel, submission of data to the trauma registry, developing transfer agreements with higher level hospitals, etc.**
- **Incorporate crash data with NHESR, trauma registry, emergency department, hospital in-patient/discharge, rehabilitation, and morbidity databases to track injury causes, magnitude, costs, and outcomes in a statewide Injury Surveillance System (ISS).**
- Adopt a State EMS system development plan. This plan could address some of the trauma system needs, establish a role for EMS in injury prevention, and serve as a roadmap for how EMS and trauma data can contribute to bicycle and pedestrian safety efforts.
- Include an EMS protocol in the existing statewide package that addresses patient and EMS provider safety. The protocol could give guidance on safety considerations when choosing air transport, pediatric patient restraint, and use of lights and sirens, as well as providing guidance on other decisions EMS personnel make that have safety implications.
- Establish a system that brings the relevant EMS agencies together with law enforcement, road maintenance crews, and engineers during the planning phase for roadway improvement projects.
- Use the NHESR data to examine the role of bystander care for bicycle, pedestrian, and possibly other causes of injuries. The outcome of this examination may lead to decisions about where and how to organize the delivery of bystander care training.
- Consider a state-level recognition program for EMS personnel or update the current private recognitions that can highlight the roles EMS personnel play in injury prevention and include recognitions for bicycle and pedestrian safety efforts.

Equity and Accessibility

Advisory

Given the multidisciplinary nature of the highway safety problem, implementation of a comprehensive pedestrian and bicyclist safety program requires coordination among several State and local agencies as well as public and private entities to build and promote pedestrian and bicycle networks that are safe and accessible.

States should consider transportation policy and design that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. States should have a policy that requires equity in transportation investment and programs focusing on the underserved.





States should consider the effectiveness of their public communication efforts to reach those of marginalized and underrepresented communities, including the physically and mentally challenged, such as people with low-vision, hearing-impaired, or intellectually disabled. States should use proven national engineering guidelines, strategies, and research-based best practices to guide pedestrian and bicyclist safety engineering designs (including accessibility) in roadway projects. States should encourage public involvement in the planning and designing roadways and consider neighborhoods and communities where walking and biking and the need to access transit services are prevalent. This engineering component should improve the safety of pedestrians and bicyclists through the design, construction, operation, and maintenance of engineering measures such as:

- *Pedestrian, bicyclist, and school bus loading zone signals, signs and markings;*
- *Parking regulations;*
- *Traffic-calming or other approaches for slowing traffic and improving safety;*
- *On-road facilities (e.g., bike lanes, buffered bike lanes, separated bike lanes);*
- *Lighting;*
- *Sidewalk design;*
- *Pedestrian facilities (e.g., sidewalks, crosswalks and crossings, and curb ramps);*
- *Off-road facilities (e.g., trails and shared use paths); and,*
- *Accommodations for people with disabilities.*

Summary

The New Hampshire Office of Highway Safety (NHOHS) demonstrates a clear understanding of the importance of inclusive community outreach by thinking about how community members can - in person or remotely - participate in providing feedback. The creation of NHOHS' Community Outreach & Betterment (COB) grants program is also an excellent way to ensure input can be shared by historically underserved communities. As efforts continue, it should be recognized that an indicated lack of responses to translated surveys in NHOHS outreach is indicative that more work is needed. For example, seek out immigrant and refugee groups to partner with or other partners from communities that are more likely to have members walking and rolling in higher-risk areas of the State.

According to the VRU assessment, "Approximately 30% of VRU fatalities were 65 years or older. Statewide, individuals aged 65 years or older make up 20% of the population. This reveals a notable disproportion in fatalities among senior citizens, indicating this is a high-risk population. As New Hampshire continues to shift towards an aging population, this indicates the need for targeted measures that enhance safety and mobility for seniors and that can include age -friendly crosswalks, well maintained sidewalks, effective safety campaigns and really promoting and implementing elder-friendly transportation options." Staff at the NHDOT also demonstrate an understanding of the importance of pedestrian and bike connectivity. There is also the understanding that staff would develop more inclusive plans that better serve community members' needs if they as staff take the time to walk, roll, or bike the projects they are designing. E-bike rentals for staff who are not comfortable biking can make this more inclusive. Engineers





wouldn't consider redesigning a road without driving it. The same should be true for walking and biking it. Walk/Roll audits can also include participation from Metropolitan Planning Organizations (MPOs), local jurisdictions, community organizations, and community members.

Additionally, NHDOT has convened a Complete Streets Advisory Committee to develop a statewide Complete Streets Policy. Currently NHDOT can't add sidewalks to a project unless agreement with municipalities to maintain it (the same applies for bike lane striping). This new Complete Streets Policy needs to address this challenge in order for roads to be safe and accessible for all users. Some jurisdictions in NH (like Plymouth) own sidewalk clearing equipment. NHDOT could advise or provide grants or other incentives for local jurisdictions to make this investment.

NHDOT has made significant progress in ensuring that NHDOT roads have compliant curb ramps. Impressively, NHDOT has worked with the standards outlined in PROWAG since 2016, and the creation of the SASE database creates a clear visual interface for accessibility and connectivity of the pedestrian network statewide.

Recommendations

- **Create a program to monitor completeness of local jurisdiction Americans with Disabilities Act (ADA) transition plans; this could be handled by the NHDOT ADA Compliance Coordinator.**
- **NHOHS should increase tracking the outcomes of outreach, not just outreach efforts. Conduct more proactive - rather than reactive - outreach.**
- **Consider expanding Community Outreach and Betterment efforts by finding immigrant and refugee groups to partner with or other partners from communities that are more likely to have members walking and rolling in higher-risk areas of the State.**
- **Evaluate agency job postings for inclusivity and remove unnecessary requirements that may exclude disabled and low-income people. Examples of these include: requirements for driver's licenses, the ability to lift 40 lbs., or credentials that could instead be satisfied with documented work history or lived experience.**
- **Make Bike/Walk audits a standard part of the design process.**
- **The new Complete Streets Policy should eliminate the challenge posed by NHDOT's inability to add sidewalks to a project unless agreement with municipalities to maintain it (the same applies for bike lane striping) for roads to be safe and accessible for all users.**
- **Consider the possibility of multiuse trails for travel in rural areas.**
- **Conduct a pedestrian/bike level of traffic stress analysis to add insight on where the most dangerous and uncomfortable streets and crossings are located.**
- **Consider school siting in the context of VRU safety, as well as other land use changes that could reduce the need to drive, making it safer for children and other people walking, rolling, or biking to get to where they need to go more safely and comfortably.**
- **Build on existing work by adopting this recommendation from the VRU Assessment: "Introduce**





prioritization metrics that incorporate vulnerable road user risk data into the selection criteria for Transportation Alternatives Program (TAP) projects, ensuring that safety improvements are targeted where they are most needed."

- Coordinate with local jurisdictions to provide complete, accurate, and up-to-date information for State Asset Data Exchange System (SADES). Requiring local jurisdictions to submit updated ADA transition plans could induce local jurisdictions to include and keep updated infrastructure data in SADES.
- Add additional questions, for the SADES database, to evaluate lighting quality at intersections for active transportation user safety. Use this updated assessment as NHDOT refreshes data and ask local jurisdictions to update their assessments as well.
- Measure the populations most likely to rely on walking, rolling, biking, or transit for transportation.
- Evaluate progress made and update recommendations in the 2020 Strategic Transit Plan.
- Consider adopting a land use (Vehicle Miles Traveled) VMT reduction strategy.
- Increase technical support for local jurisdictions to seek funding for safety projects. For NHDOT projects, look specifically at transition zones where higher speed rural roads enter more thickly populated areas.
- Consider targeted outreach to seniors, in particular seniors who are aging out of driving.





Appendix A - Questions, Status, and Conclusions

The Status and Conclusions below reflect the individual assessors' review of the information provided at specific moments throughout the assessment process. The assessors used these notes to develop the final report. The individual notes should not be construed as the final assessment report findings.

Status Definitions

- **Current Practice** (defined as the State fully meets the objective of this question)
- **In Development** (defined as the State is actively in the process of implementing the objective of this question or has partially achieved the question's objective)
- **Under Consideration** (defined as a documented proposal or plan for achieving this question's objective is being considered for implementation but has not yet been approved, and no action has been taken)
- **Not At This Time** (defined as This question's objective has neither been implemented nor is it being considered for implementation. This also should be used for question objectives considered "not applicable" to the State.)

Program Management

1. Does your State have a plan that describes its program to address pedestrian and bicyclist safety?

Current Practice

In addition to the three plans listed in the response from the state, New Hampshire DOT has a Pedestrian and Bicycle Plan completed in August of 2023.

2. Is the State's pedestrian and bicyclist safety program plan a component of another plan?

Current Practice

Yes, the State's pedestrian and bicyclist safety program plan is a component of other plans and pedestrian and bicycle safety is an emphasis area in the State's HSP.

3. Does your State's Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP) include efforts that are aimed at reducing pedestrian and bicyclist injuries and fatalities?

Current Practice

Yes, the state's Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP) include efforts that are aimed at reducing pedestrian and bicyclist injuries and fatalities.





4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?

In Development

The funding table shows a decrease in funding for pedestrian and bicycle safety in recent years. The State is allocating pedestrian and bicycle safety funding to enforcement projects but has expressed the desire to allocate more funding for messaging in future years. In addition, there are opportunities to fund pedestrian and bicycle safety projects to partners as subgrantees.

5. Is there an existing statute or formal guidance that tasks a specific entity with leading and coordinating the effort to reduce pedestrian and bicyclist crashes, injuries, and fatalities?

Current Practice

The New Hampshire Office of Highway Safety (NHOHS) is established in statute and currently falls under Department of Safety (DOS). The statute states the authority of the NHOHS to serve as a lead agency to coordinate Highway Safety initiatives to reduce traffic fatalities and mentions specifically pedestrian safety but does not specifically mention bicycle safety.

6. Is there a statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement and evaluate the PBSP?

Current Practice

The Complete Street's Advisory Committee serves as a forum for the exchange of information, ideas, and resources related to bicycling, walking, and transit among NHDOT, other state agencies, local and regional planners, and community organizations.

7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?

In Development

The Complete Streets Advisory Committee serves as means to communicate with stakeholders. The NHOHS has also developed a robust Public Participation and Engagement Plan to communicate with stakeholders. In addition, training is provided to stakeholders through conferences and Law Enforcement training sessions. With a vacancy in the Public Information Officer (PIO) position, there is an opportunity to increase communication.

8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation and adjudication) to identify the extent of the State's pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes as well as the crash outcomes?

Current Practice

The lead agency and stakeholders groups use data including crash, roadway, EMS, and citation data to identify the extent of the State's pedestrian and bicyclist safety crash problem and to clarify the who, where, when, and why of crashes as well as the crash outcomes. This data is used to develop plans, support projects, and determine funding allocations.





9. Is the Pedestrian and Bicyclist Safety Plan re-evaluated and updated and is this information shared with stakeholders and/or the public?

Current Practice

The plans have recently been updated and a PP&E plan developed. Listening and public engagement sessions were held to share this information with stakeholders. In addition, the Triennial HSP, grant applications and annual report are shared on the NHOHS website.

10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?

In Development

Grant training is provided to subgrantees. The training focuses on completing the grant paperwork including applications, reimbursement forms, and monitoring reports. On-line YouTube videos also are provided and NHOHS staff go out and do in-person training with subgrantees when needed. The Policy & Procedures Manual for Office of Highway Safety has not been updated since 2020; it should be reviewed and updated to reflect changes to program requirements and as an up-to-date tool for grant recipients.

11. Does the State evaluate funded safety programs, to include employing some measure of effectiveness?

In Development

The State does submit to safety program assessments on a revolving schedule as recommended by NHTSA. They also conduct on-site grantee monitoring on a regular basis and grantee performance evaluations on a quarterly basis. However, the State should establish formal evaluation plans for pedestrian and bicyclist highway safety grants from the Highway Safety Office and pedestrian and bicyclist infrastructure projects from the Department of Transportation.

12. Does guidance exist for conducting program evaluation?

In Development

The Policy and Procedures Manual does have a section about program evaluation. However, when the Manual is updated, the section should be more robust to provide specific guidance to program managers about how to evaluate their programs for effectiveness.

13. Does your State have laws and/or policies specifically addressing pedestrian and/or bicyclist safety?

Current Practice

The State has laws and/or policies specifically addressing pedestrian and/or bicyclist safety. Current laws and regulations were provided for review. Based on the provided documentation, it is concluded that New Hampshire does have laws and policies that addresses pedestrian and bicycle safety.





14. Does the State monitor or assess the need for pedestrian and bicyclist safety legislation?

Current Practice

Pursuant to the Traffic Safety Commission's (TSC) purpose and mission, the Commission regularly reviews and submits to the Commissioner feedback and positions of various members and organizations serving on the TSC.

15. Does the State inform stakeholders of the technological advances such as vehicle, infrastructure, and communications or mobile applications that may affect the safety of pedestrians and bicyclists?

Not At This Time

No specific information was provided to demonstrate that the State informs stakeholders of technological advances such as vehicle, infrastructure, communications, or mobile applications that may affect the safety of pedestrians and bicyclists. This question relates specifically to technology versus safety messages as provided in the calendar. Examples of documentation would be demonstrating how vehicle technology, such as advanced driver assistance systems (e.g. forward collision warning/avoidance, autonomous emergency braking, connected cars, etc.) works through training, newsletters, social media, etc. Another example that would demonstrate that the State is informing stakeholders would be education about infrastructure such as Rectangular Rapid Flashing Beacons, roundabouts, etc.

Education

16. Does your State have an education and public outreach (communications) plan focusing on bicyclist and pedestrian safety, which is included in a statewide traffic safety education and public outreach plan or another plan (e.g., Highway Safety Plan)?

Not At This Time

The New Hampshire Office of Highway Safety follows the National Highway Traffic Safety Administration's (NHTSA) annual Safety Events Calendar to develop its own annual communications plan. This includes Bicycle Safety Month in June, Everyone is a Pedestrian Campaign in October, and Walk/Bike to School Day in October. The annual communications plan includes a tactical plan that provides further detail for impaired driving, distracted driving, speeding, and occupant protection. The office also takes advantage of NHTSA-produced public education materials and campaigns available on trafficsafetymarketing.org for both bicycle and pedestrian safety messaging.

While this is a comprehensive plan, the office does not have a standalone pedestrian and bicyclist safety communications plan that reflects the unique nature of communications for three distinct groups: motorists, bicyclists, and pedestrians. The communications plan does not include bicyclist and pedestrian safety messages for the dynamic message signs on highways, and the tactical plan lacks detailed information for pedestrian and bicycle safety communications activities.





Because of a long-term vacancy within the office, the statewide communications plan has not been updated since 2022.

17. Does the State Highway Safety Office or designated lead agency for pedestrian and bicyclist safety use data to develop, evaluate and update this communications plan, and how often is it evaluated and updated, and by whom?

Not At This Time

The New Hampshire Office of Highway Safety (NHOHS) has an annual communications plan that includes bicyclist and pedestrian safety components. Because of a vacancy within the office, the statewide communications plan has not been updated since 2022.

Planned upgrades to the State's crash dataset will improve timeliness, accuracy, and the ability to access information for communications planning and evaluation purposes.

18. Are funding sources specifically used to implement the communication plan activities?

Current Practice

The NHOHS supports bicyclist and pedestrian traffic safety communications efforts with federal 402 funding. Funds have been provided to iHeartMedia + Entertainment for bicycle messaging through broadcast radio (spots ran on NH iHM during weekends on WERZ-FM, etc.), streamed messaging through targeted audio, digital displays across the internet, and messages on social media (Facebook, etc.). Messaging was run through the traffic and weather sponsorship and the Total Traffic and Weather Network. This network allowed the OHS an opportunity to get ped/bike messages out to the motoring public during the morning, afternoon, and evening drive-time commutes.

19. Is this communication plan implemented with the help of a multidisciplinary group of stakeholders that includes non-traditional and/or multicultural partners?

Not At This Time

New Hampshire has moved beyond traditional data analysis to develop the Office of Highway Safety Public Participation and Engagement Plan that 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. New analysis tools allow the State to more readily identify demographic changes over time as well as provide a new lens for problem identification in urban and rural areas.

The New Hampshire Office of Highway Safety (NHOHS) conducted a series of virtual listening sessions and in-person roundtables to gather input. Groups invited to participate included: 1. the Bike-Walk Alliance of New Hampshire, a group which represents and advocates for roadway safety of those that roll and walk, 2. the New Hampshire Alliance of Immigrants, Refugees, and Overcomes Refugee Services, which represents the language and transportation needs of new Americans, and 3. the New Hampshire Business Alliance for People of Color, which represents several minority-owned businesses that transport young and older individuals. One additional group invited to participate was the Disability Rights Center of New Hampshire, which





represents the transportation needs and concerns of those differently-abled who drive, walk, or roll.

These sessions provided robust input from participants, with much of that focused on bicyclist and pedestrian safety messages.

Feedback from these sessions the NHOHS was incorporated into the 2024-2026 triennial Highway Safety Plan (HSP). However, bicyclist- and/or pedestrian-related comments were not specifically incorporated into the HSP or the communications plan.

The office encourages participation in the Community Outreach and Betterment program, which seeks to reach those who may not be reached by traditional means and media. This includes low-income, underserved communities, and those new to the country. Through a PowerPoint presentation, it is meant to cover all facets of highway safety issues, including bicycle and pedestrian safety.

20. Does the pedestrian and bicyclist safety communications plan complement and support existing and planned traffic engineering activities that address pedestrian and bicyclist safety?

Not At This Time

The New Hampshire Office of Highway Safety's communications plan does not support existing and planned traffic engineering activities that address pedestrian and bicyclist safety. Activities outlined address behavior-based issues but not traffic engineering safety treatments.

There appears to be a lack of coordinated effort and educational assets available among state and local roadway engineering agencies to ensure motorists, bicyclists, and pedestrians are adequately educated on traffic safety engineering elements designed to improve safety for these vulnerable road users.

21. Does the pedestrian and bicyclist safety communication plan complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities?

Not At This Time

The office is to be commended for regularly communicating with grantees and other partners to seek their support and involvement to promote traffic enforcement efforts for occupant protection, impaired driving, distracted driving, and speeding. There are well-established national programs and campaigns for impaired driving, seat belt, and distracted driving enforcement that are most effective when grantees and safety partners help spread the message. However, there are not yet similar models for bicyclist and pedestrian safety traffic enforcement efforts.

With the existing Public Information Officer vacancy within the office, the State is not providing similar grantee/partner correspondence that would support awareness of bicyclist and/or pedestrian traffic safety enforcement efforts. Also, there are no statewide news releases





generated to increase awareness of pedestrian and bicycle traffic enforcement efforts.

22. Do the State and/or other stakeholders use a variety of means to reach target audiences?

Current Practice

The State has robust messaging activity surrounding bicyclist and pedestrian safety through the Highway Safety Office and advocacy organizations. A variety of media platforms are used for bicyclist and pedestrian safety messages. These include the Highway Safety Office's Facebook, X (Twitter), and Instagram accounts. New Hampshire also has several organizations actively engaged in spreading safety messages and educational programs for all ages - children through adults.

The Bike-Walk Alliance of New Hampshire has a great deal of bicycle and pedestrian safety information on its website, particularly specific to laws. The group offers safety classes for drivers and bicyclists. The organization is active on social media and has a large email database as well as a newsletter.

Other bicyclist organizations, including the Granite State Wheelman and Bike the North Country, actively promote bicyclist safety messaging and education.

23. Does the State promote or publicize its efforts and/or safety messages through donated (unpaid) advertisements (e.g., Public Service Announcements, print, billboards, bus shelters)?

Current Practice

Paid advertising on iHeart Radio for bicycle safety included value-added matching spots to supplement the buy in FY2023 in New Hampshire.

24. Does the State promote or publicize its efforts and/or safety messages through “earned media” (e.g., proactive mentions or messaging directly targeted to news media, blogs, retweets, Likes, newsletters, or other non-directly controlled distributors)?

Not At This Time

Because the office is without a Public Information Officer, pedestrian and bicyclist safety messages primarily come through the trafficsafetymarketing.gov platform and are not specific to the State's efforts, like enforcement.

25. Does the State promote or publicize its efforts and/or safety messages through “owned media” (e.g., State and local agency-operated websites, social media channels, mobile apps, blogs, and brochures)?

Current Practice

The NHOHS uses its social media channels to share bicyclist and pedestrian traffic safety messages and also makes available a pedestrian and bicyclist safety brochure to law enforcement agencies and other partners.



**26. Does the State promote or publicize efforts using paid advertising?****Current Practice**

The State has earmarked \$10,000 in recent fiscal years to promote pedestrian and bicyclist safety messages through paid advertising with iHeartMedia + Entertainment. The end-of-year recap does not break out results for pedestrian and bicyclist safety messages.

27. Does your State or an organization(s) sponsor on-bike safety training for children and/or adults?**Current Practice**

The Bike-Walk Alliance of New Hampshire offers Adult Safe Cycling classes that include an online portion and test followed by an in-person, on-the-bike skills component. A small fee is charged for the in-person component of the class, which is an approximately three-hour on-the-bike session taught by League of American Bicyclist (LAB) certified instructors. It covers safe cycling basics, such as laws, lane positioning, visibility, and skills and concepts for reducing the number of negative interactions with other road users. It also teaches how to “drive your bike like a car” and how to navigate safely through intersections, roundabouts, and other traffic scenarios. Once both components of the class have been successfully completed, a certificate of completion is provided. The Alliance and numerous other bicyclist groups sponsor bike rodeos for children and often provides free helmets.

28. Are local-level pedestrian and bicyclist safety education and outreach programs based on data?**Not At This Time**

The State uses crash data for pedestrian enforcement efforts. Because there is a small number of bicyclist fatalities, the enforcement focus is primarily on pedestrian safety. With limited funds, the Highway Safety Plan does not include grant-funded outreach programs for bicyclist and pedestrian safety.

29. Does your State and/or an organization(s) work with businesses to provide pedestrian and bicyclist safety education programs to their employees?**Not At This Time**

The Bike-Walk Alliance of New Hampshire provides bicycle safety training for businesses upon request. These can be custom classes, like “bike commuting 101,” or basic bike skills. Generally, these businesses are employers with a large number of people who bike to work. The New Hampshire Highway Safety Office does make occasional traffic safety presentations to businesses. However, these presentations do not include bicycle or pedestrian safety.

30. Does the State have a driver education course, and does it include information on pedestrian and bicyclist safety?**Current Practice**

The New Hampshire Department of Safety - Division of Motor Vehicles produces a State of New Hampshire Driver Manual. The Manual includes a “sharing the road” section that provides minimal information regarding pedestrians, bicyclists, and motorists. This section does provide information on visually impaired/blind pedestrians.





31. Does the State have a mandatory curriculum, and does it address pedestrian and bicyclist safety?

Current Practice

The New Hampshire Division of Motor Vehicles (NH DMV) website states: "Persons under 18 years old must take an approved driver education program. Driver Education is offered at over 60 Commercial Driver Education Schools and some public high schools in New Hampshire, which are licensed by the NH Department of Motor Vehicles."

This curriculum includes lessons on pedestrians and bicyclists. The bicycle section combines bicycles and mopeds, even though these are distinctly different modes of travel.

32. Does the State's driver's license written examination include questions about pedestrian and bicyclist safety?

Current Practice

The State has a list of 300 questions for the driver's license exam, and questions for exams are randomly selected from the larger list. The list does include pedestrian- and bicycle safety-related questions.

33. Is pedestrian and bicyclist safety training, resources, and information provided to driver education professionals?

Current Practice

The State's driver education instructors have included representatives from the State's bicycle and pedestrian safety groups to make presentations at training conferences and provide materials. The information and materials are then shared with students during their instructional phase.

34. Does the State provide multicultural/lingual pedestrians and bicyclists safety education?

Not At This Time

The State's bicyclist and pedestrian safety brochure is unavailable in other languages. The Highway Safety Office promotes Spanish-language materials that are available for purchase through the League of American Bicyclists.

35. Are pedestrian and bicyclist safety messages integrated into other programs such as other traffic safety programs, science, health, and physical education school curriculums at all levels, and school and employer wellness programs?

Not At This Time

The New Hampshire Bike-Walk Alliance provides employer-based bicyclist safety programs. Advocacy groups indicate that they regularly reach out to schools to provide bicyclist safety programs, training, and messages. Similar efforts are not currently underway for pedestrian safety.





36. Are motorists, pedestrians, and bicyclists educated on new roadway engineering applications? If so, how?

Not At This Time

New Hampshire has a Department of Transportation Pedestrian and Bicycle Plan that was completed in 2023. Although it addresses a broad range of issues related to pedestrian and bicycle safety, it does not call out educating motorists, pedestrians, and bicyclists on new engineering applications.

Enforcement

37. Are law enforcement personnel specifically trained to investigate crashes involving pedestrians or bicyclists?

Current Practice

During interviews, it was determined that in the basic New Hampshire police academy, crash investigation is taught to each class using a standardized lesson plan that includes a brief portion on addressing pedestrian and bicyclist crash investigations. It was further determined that advanced traffic homicide crash investigation training and crash reconstruction training are offered by the Institute of Police Technology and Management. Detailed information is provided in that training that addresses the investigation of pedestrian and bicyclist crash investigations. Further, it was revealed that the New Hampshire State Police offers assistance to local police agencies when requested should that agency not have an officer trained in advanced crash investigation techniques.

38. Is distraction or impairment of all involved parties documented in the crash report?

Current Practice

Copies of a blank crash report were provided, and on the report, there is a box to document whether the involved party was a pedestrian or bicyclist, and there is also an accompanying number on the crash legend sheet that indicates whether the involved party was impaired or distracted.

It was also demonstrated that, in addition to the above documentation, officers are trained to interview witnesses and include their statements as to distraction, etc. in either the initial or supplemental report. Lab reports are included in the submitted case package once they are provided by lab personnel.

39. Is there a State policy requiring timely crash reporting?

Current Practice

Documentation was provided that illustrated state statute requires a civilian to submit a report of a crash within 15 days and law enforcement to submit a report within 7 days of the occurrence.





40. Are law enforcement agency policies in place supporting both pedestrian and bicyclist safety?

Current Practice

No agency (or state policy) was provided specifically supportive of pedestrian or bicycle enforcement; there was simply a statement that no agency is on record as not being supportive of the State RSAs.

A copy of agency policy was provided that specifically supports the focus on pedestrian and bicyclist safety.

41. Are law enforcement personnel trained in both pedestrian and bicyclist safety, to include relevant State laws?

Current Practice

The course is not mandatory, but officers will receive credit toward their mandatory annual training hours requirement and will be provided a PowerPoint presentation, a quick reference card, and a list of statutes used for training officers should they attend the course.

Copies of slides used during the above-referenced training were provided that documented the training in statutes addressing pedestrian and bicycle law.

42. Are law enforcement personnel trained in effective measures to reduce both pedestrian and bicyclist crashes?

Current Practice

While it could be argued that training officers in the law, as it applies to pedestrian and bicycle use, contributes to safer roadway use, simply training in the law falls short of the intent of this question, which is to ensure officers are trained in measures to reduce both pedestrian and bicyclist crashes.

It was clarified that, while effective crash reduction measures specific to pedestrians and bicyclists might not be taught in basic academy training, target-specific training is conducted as the need arises to address emerging issues within an agency.

43. Do State and/or local law enforcement agencies conduct data analysis to identify where and why pedestrian and bicyclist-motor vehicle collisions occur and who is involved and use this analysis to develop and evaluate countermeasures?

In Development

A copy was provided of the NH 2020 FARS report and a PDF of the NHTSA publication "Countermeasures That Work." It was advised that the NH Department of Safety conducts an analysis of DMV crash data to locate hot spots and directs appropriate resources to address the hot spots.

It would be interesting to see what is suggested in the "Suggested Evidence" to see how this analysis is disseminated to law enforcement; how enforcement used data to select





countermeasure(s) that effectively addressed both pedestrian and bicyclist-motor vehicle crash problem; and how the results were captured and reported.

It seems that a review of the data is being done, but examples of how it is analyzed and disseminated need to be provided. It was advised that the State is in the process of purchasing state-of-the-art crash analysis GIS software, which will facilitate the analysis piece that is missing in the evidence provided and will provide a product that can be disseminated to impacted law enforcement agencies.

Interviews revealed that the Highway Safety Office is narrowing its search for crash analysis software, and once obtained, they will be able to offer the targeted analysis needed for agencies to develop effective countermeasures specific to emerging issues in their community.

44. Do State and local law enforcement agencies conduct high visibility enforcement (HVE) at pedestrian and bicyclist-motor vehicle crash hot spots? Is HVE coupled with public outreach and education? Are the results captured and reported?

In Development

A list of "Corridor Patrols" and "DUI Saturation Patrols" was provided, but based on what was provided, it is not possible to determine if either the "Corridor Patrols" or "DUI Saturation Patrols" are driven by data, suggesting the locations were selected based on pedestrian or bicyclist crash data.

Interviews revealed that, admirably, very few pedestrian or bicyclist fatal crashes occur in New Hampshire and, as such, it becomes difficult to establish traditional "hot spots" intended to identify high incident locations.

As the Office of Highway Safety obtains crash analysis software from which to better comprehensively identify crash hot spots in general, it will, by default, also help in identifying areas where either pedestrians or bicyclist are involved in crashes that fall short of a fatality. This will assist agencies in target identification for their saturation patrols to address pedestrian and bicyclist specifically.

45. Are State and local law enforcement agencies included in infrastructure improvement project identification and selection (e.g.; a road safety audit, intersection redesign, installation of new signals, crosswalks, bike boxes or lanes, pedestrian refuge islands)? Do they conduct enforcement and/or education activities following project completion?

Current Practice

Documentation was provided of the New Hampshire Office of Highway Safety being members of the Complete Streets Advisory Committee. However, the question specifically asks if, "State and local law enforcement agencies" are included in the process of infrastructure improvement project identification and selection and further asks if enforcement agencies are conducting enforcement and/or education activities following project completion.





It was determined that close coordination exists between engineers and local agencies when an infrastructure improvement impacts roadways within their jurisdiction. An example was given of a bridge project in which coordination was key to the success of the project.

Post-infrastructure education and training of agency personnel appear to be areas where improvement is possible.

46. Do State and/or local law enforcement agencies use automated enforcement (if allowed by law) and/or other technology (e.g., technology that measures safe passing distance such as C3FT to enforce safe passing laws, automated speed enforcement, red light cameras) to decrease pedestrian and bicyclist crashes? Do they issue an activity and/or impact report? Does State statutes allow for the use of automated enforcement?

Not At This Time

New Hampshire forbids automated enforcement at this time.

47. Do State and local law enforcement agencies partner with walking and biking organizations and/or advocates to address non-motorist safety?

Current Practice

Interviews revealed a robust partnership between law enforcement and advocacy groups supporting non-motorist safety, such as Bike-Walk Alliance and Bike the North Country. This partnership appears to be well-developed and longstanding, with the Alliance providing safety education materials to enforcement agencies as well as providing event-supporting personnel when requested.

48. Is a brochure or pocket card listing all applicable pedestrian and bicyclist safety laws available to law enforcement?

Current Practice

PDFs of both pedestrian and bicyclist statute handouts were provided. However, the pedestrian quick reference guide is dated 2018, leaving questions about how often the guide is updated and what is the method of dissemination to officers in the field.

In addition to hard copies of statutes, enforcement personnel have online access to statutes specific to pedestrian and bicyclist law.

49. Are pedestrian and bicyclist safety educational materials (e.g., brochure, posters, flyers, sticker, pocket guides, coloring books) available for officer use during a traffic stop; an interaction with a pedestrian, bicyclist, or motorist; or in conjunction with a school visit or community event?

Current Practice

Multiple varied brochures are available to enforcement personnel to use in public education campaigns. Much of the material provided comes from supportive advocacy groups that are more than willing to assist in such educational opportunities.





50. Does your State or a local jurisdiction have a ticket diversion program or a written warning initiative for pedestrians, bicyclists and/or motorists that violate traffic laws?

Current Practice

Interviews revealed that while there is no formal ticket diversion program for pedestrian and/or bicycle violations, officers have the discretion to issue verbal or written warnings to violators, and prosecutorial discretion is also used at times should citations be issued.

Such warnings are documented and available to officers in the field to assist in determining if warnings were effective or fell on deaf ears.

51. Does your State have a program to recognize law enforcement for exemplary achievements in addressing both pedestrian and bicyclist safety?

Not At This Time

There is no formal recognition for excellence in pedestrian and bicyclist safety. This provides an area for future program improvement should the Office of Highway Safety, or possibly supportive advocacy groups, recognize such accomplishments.

52. Does law enforcement regularly receive information on new roadway engineering applications and technology and how they should be properly used (specific to pedestrians and bicyclists), and what enforcement actions are authorized by statute based on implementation of the new roadway engineering applications and technology?

In Development

There appears to be good coordination between engineers and local law enforcement leaders when implementation of new roadway engineering applications occurs, primarily when it comes to roadway "systems." There appears to be less of a focus on new technology/traffic control devices and how they should be properly used (specific to pedestrians and bicyclists).

No examples were provided that such training occurs at the state level. An area for improvement is in the education of enforcement actions authorized by statute based on implementation of the new roadway engineering applications and technology.

Engineering

53. Is there a Department of Transportation unit, program or policy specifically focused on pedestrian and bicyclist safety?

Current Practice

There is an Active Transportation Engineer for the NHDOT, and this position has been in existence for several years. The current Active Transportation Engineer has been in the position for about four years.

The position plays an important role in assuring that the projects are ADA-compliant and that





project construction work zone plans are ADA-complaint and will accommodate pedestrians and bicyclists during work activities. Unfortunately, this position has no staff and no budget to institute bicycle and pedestrian safety projects. It would be desirable to provide one or more additional staff members to the Active Transportation program and provide a program budget to allow the Active Transportation staff to develop and implement pedestrian- or bicycle-related projects or improved guidelines to improve the safe accommodations for bicyclists and pedestrians. A second staff member would also allow added institutional knowledge in the event the Active Transportation Engineer retires or takes a new position in the future.

54. Does the DOT pedestrian and bicyclist safety unit, program or policy provide guidance on identification, selection, and implementation of engineering focused countermeasures?

Current Practice

The New Hampshire HSIP Manual and Guidance is from December of 2013, which is more than 10 years old and may not contain the more recently developed tools for pedestrian and bicyclist safety. The New Hampshire Pedestrian and Bicycle Plan is very new, completed in August of 2023, and is an excellent planning document. The NHDOT Strategic Highway Safety Plan (SHSP) was completed in 2022 for the period of 2022-2026, which is also current. This SHSP includes a Vulnerable Roadway Users Non-Motorized Plan. Engineering countermeasures for this plan include, "Incorporate current best practices for safe pedestrian and bicycle accommodations on roadways in the ongoing update of the NHDOT Highway Design Manual. Include an Active Transportation Checklist," as well as, "Continue to provide staff training at NHDOT on current best practices or safe pedestrian and bicycle design in roadway infrastructure projects." While the plan is very comprehensive, no specific bicycle or pedestrian safety countermeasures are provided. The 2023 NH Pedestrian and Bicycle Plan is an excellent policy and planning tool. However, guidance on the application and design of some pedestrian and bicyclist safety countermeasures is only mentioned in passing. There is no specific guide for when to install a marked crosswalk at an uncontrolled location or when traffic control should accompany a marked, uncontrolled crosswalk for various traffic, speed, and roadway conditions. There is also a NH Highway Design Manual that has been updated as of October of 2023. Chapter 11 (Special Plan Elements) provides some guidance on bicycle and pedestrian facilities, but very few specifics on design and application of bicycle and pedestrian safety countermeasures are provided.

55. Does DOT traffic engineering partner with local transportation agency engineering departments as well as State and local education and enforcement agencies to address pedestrian and bicyclist safety? Is there a traffic engineering partnership through the Local Technical Assistance Program (LTAP) that incorporates pedestrian and bicycle safety programs and designs into roadway projects?

Current Practice

It appears that the New Hampshire DOT largely designs and maintains roads outside the 26 Urban Compact areas but will oversee the design and implementation of roads within the Urban Compacts if federal funding is involved. There are times when the local governments may refuse





to accept bicyclist or pedestrian safety features such as sidewalks or crosswalks because the local governments are required to maintain them, and some are unwilling to do so. The larger cities rarely refuse to accept pedestrian safety features such as sidewalks, but smaller communities may do so on occasion. A solution to this conundrum must be found. Local agencies should not be allowed to reject sidewalks in an urbanized community or other pedestrian or bicyclist safety improvements because they do not want to devote the resources to maintain them.

Documents provided in response to this issue include the New Hampshire DOT Local Public Agency Manual for the Development of Projects (2017), and the Regional Bicycle, Pedestrian & Active Transportation Plan for the Greater Nashua Region (2021), which incorporates ideas from various local plans, and the draft 2021 NHDOT Statewide Pedestrian/Bicycle plan. The LTAP Tech Transfer Center at the University of New Hampshire provides information on numerous pedestrian-related training opportunities and projects. The Tech Transfer website states, “We provide personalized technical assistance to NH municipal highway departments via phone, email, or special site visits.” ... “Safety Audits, or proactive investigation of your road network or specific location, of your roads may involve.” “Review of pedestrian areas,” and, “Identifying opportunities for improvement in safety for all road users.” There was also access to a New Hampshire Public Works Community of Practices Database that included bicycle and pedestrian safety improvements, although no details could be found within the database.

56. Does the State have a policy that requires consideration to accommodate the safe movement of pedestrians and bicyclists in all roadway project planning, design and/or maintenance?

Current Practice

The NHDOT ADA Transition Plan is very thorough and was completed recently (March of 2023). The Transition Plan does not contain, “A policy that requires consideration to accommodate the safe movement of pedestrians and bicyclists in all roadway project planning, design and/or maintenance.” The report stated that NHDOT has collected data and completed a prioritization of APS intersections managed by the department. The NHDOT VRU Safety Assessment (November of 2023) stated, “NHDOT’s policy has been that the state does not have the resources to maintain ped/bike infrastructure (crosswalks, bike lane markings, pedestrian beacons) on state highways. It is recommended that this policy be revisited.” The Safety Assessment had an action item to Institutionalize a, “Statewide Complete Streets policy, program, and guiding document that directs transportation engineers and planners to routinely design and operate the right of-way to enable safe access for all road users. . . and to encourage local entities to create their own Complete Street Policies and directives.” The second action item included: “Establish a policy-focused Work Group to find and follow legislation as it relates to bicyclist and pedestrian safety and funding.” The third action item stated, “Implement an effort to review and update programs, policies, and guidelines to incorporate multi-modal transportation concepts into project delivery.” The October 2023 Update of the New Hampshire Highway Design Manual (Chapter 11) states, “Bicycle and pedestrian accommodations should be considered, not only for the final constructed condition, but also throughout the construction





phases by perpetuating existing sidewalks or routes. Pedestrian facilities should be constructed of suitable materials and should be ADA accessible." This is a good policy statement, but it should be strengthened, and local agencies should not be able to opt out of providing non-motorized safety improvements.

57. Does the State have a Complete Streets Policy or guidance for reconstruction/rehabilitation projects on portions of State highways that serve as main streets in small communities?

In Development

There is currently a draft Complete Streets Policy for New Hampshire. The time frame for adopting the New Hampshire Complete Streets Policy is by the end of the year. The NH Complete Streets Policy adoption does not need legislative approval.

A NHDOT Complete Streets Advisory Committee exists to support bicycling, walking, and transit as safe, convenient, and sustainable forms of transportation that increase New Hampshire's livability, increase economic activity, and improve public and environmental health. NHDOT seeks to improve the State through education, public outreach, collaboration, policy, and construction. The 2023 NHDOT Pedestrian and Bicycle Plan (2023) states, "Although NHDOT does not have a formal Complete Streets Policy, these principles are not new to the Department. NHDOT formalized the Context-Sensitive Solutions (CSS) approach to proactively involve the public in the early stages of the development of NHDOT projects in a community ... Complete Streets features, such as ADA-compliant sidewalks, curb extensions, bike lanes, bus stops, and appropriately configured travel lanes, are included in NHDOT and Local Public Agency projects in the appropriate context when possible ... While state DOT action is crucial for Complete Streets principles to be considered, local jurisdictions also have an opportunity to develop their own Complete Streets guiding documents." On page 45, it also states: "Once a Complete Streets Policy has been adopted or NHDOT's current approach has been expanded, the next step for many jurisdictions is the formulation of a set of design guidelines." At least 12 local agencies have developed a Complete Streets Policy, including Portsmouth, NH, which adopted a Complete Streets Policy in 2013. This was followed by the 2014 Portsmouth Bicycle and Pedestrian Plan.

58. Does the State have a policy that requires equity in transportation investment and programs with a focus on the underserved?

Not At This Time

The NHDOT Pedestrian and Bicycle Plan (August of 2023) includes information on equity, but it focuses on "Understanding Equity." The report states, "Transportation facilities are essential components in helping to create opportunities for New Hampshire residents and for reducing the disproportionate economic and health burdens experienced by the state's most vulnerable residents." The report also recognized that a robust, well-funded annual maintenance program for active transportation provides for greater equity for all users, including underserved communities and populations. Because the proportion of pedestrian and bicycle traffic deaths and serious injuries is 15% or more, New Hampshire is required to spend 15% of the HSIP in FY 2023 for improvements to decrease the risk of fatal and serious injuries for vulnerable road





users (pedestrians and bicyclists). Per the 2023 Pedestrian and Bicycle Plan, NHDOT plans to continue to program approximately 15% of HSIP funding for pedestrian and bicycle improvements per year, in addition to the funding provided by Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ), and the Ten-Year Plan projects. When asked about reaching out to underserved communities for transportation projects, it was stated that there is an effort to reach out to all communities.

59. Does traffic engineering have a process to gather input on project planning, design and/or maintenance from stakeholders, interest groups and/or the public?

Current Practice

The NHDOT has a draft Public Involvement Process (PIP) for developing public involvement in the transportation planning process that pertains to the Long-Range Statewide Transportation Plan (LRTP), the State Ten-Year Plan (TYP), and the Statewide Transportation Improvement Program (STIP). This appears to be an update of an existing 2012 public information and communication process for developing statewide plans. This 2012 Plan described the NHDOT outreach to underserved populations for the statewide transportation planning process. It was not possible to identify a public outreach policy governing individual highway projects. An example Public Outreach Plan was provided and was very helpful in describing how stakeholder and public input is obtained for that project. The guiding principles of the activities and information contained within the Plan were meant to: 1. keep all interested stakeholders and the public-at-large well-informed of the project status and activities; 2. provide timely, useful, and current information through a variety of targeted means and methods; 3. tailor outreach methods to involve and engage the public; 4. provide equitable access to the decision-making process; 5. consider and respond to the public's concerns; and 6. incorporate appropriate solutions, whenever possible, to the public's concerns into the final Plan. It was reported that many, but not all, of the New Hampshire highway projects have Project Advisory Committees (PAC). There is no specific cut-off to dictate when a PAC is created for a project. The need for a PAC is made on a case-by-case basis as determined by public engagement, project scope, and project complexity.

60. Does the State have its own bicycle and pedestrian roadway design manual or use a standard (national) design guide that establishes guidance and standards for pedestrians and bicyclists?

Current Practice

It was reported that the NHDOT follows the AASHTO and NACTO guides. The current AASHTO Guide for the Development of Bicycle Facilities is from 2012. A new AASHTO Bike Design Guide is under development. The 2018 AASHTO "A Policy on Geometric Design of Highways and Streets, 7th Edition (2018)" provides some good guidance. The AASHTO Guide for the Design of Pedestrian Facilities came out in December of 2020, and the next edition of the AASHTO Guide for the Development of Bicycle Facilities is expected to be published in fall of 2024. There are some recommendations in the NACTO guides that conflict with the current MUTCD as well as with the 11th edition of the MUTCD. The best NHDOT document is the New Hampshire Pedestrian and Bicycle Plan (2023) document, which is more of a planning document and is not





a design manual (although it does provide some good design guidance for pedestrians and bicycles). It contains no information on when and where crosswalks are to be marked at uncontrolled locations or the types of traffic control to be used under different traffic and roadway conditions for uncontrolled pedestrian crossings. The NHDOT Highway Design Manual is dated October of 2023 and contains some policy for pedestrian and bicycle facilities but little in the way of design guidance. The Pavement Marking Standard for Roadway Crossings is dated February 22, 2021. This standard detail shows Continental (Longitudinal Bar) markings with overhead streetlights 10 feet in advance of each crosswalk approach. The minimum 6-foot dimensions for marked crosswalks should be reviewed to encourage a wider marked crosswalk of 10 feet or wider. Truncated dome tactile strips are not shown on the diagram. There is also a Signal Plan Review Checklist dated May of 2021 on the NHDOT website.

While the number of pedestrian and bicycle fatalities in the state is relatively low, the League of American Bicyclists ranks New Hampshire as the 36th most Bike Friendly State (2022), with six bicycle friendly communities, eight businesses and two universities (ranked 11th of 11 Eastern Region States.) New Hampshire was the lowest ranked state in the northeast region.

61. Does the State use data for planning, design, and maintenance?

Under Consideration

Currently pedestrian and bicycle counts are not collected by the NHDOT, and it is reported that this data is difficult to obtain. One thought has been to use Big Data to obtain pedestrian or bicyclist count data.

There is an inventory of wheelchair ramps, APS implementation, and other pedestrian features. The SADES (Statewide Asset Data Exchange System) Pedestrian Infrastructure GIS data included pedestrian access buttons, curb ramps, crosswalks, and sidewalks. It was very impressive to learn that about 60% of the NHDOT traffic signals are equipped with APS devices for pedestrians. Most bus routes/activity occurs in the Urban Compact areas, so crossing activity at bus stops and accessibility at bus stops is not a priority to the NHDOT. Instead, this is an issue for the local agencies.

62. Does the State use data to identify and address systemic issues and high crash locations?

In Development

The NHDOT considers fatalities and serious injury crashes in their safety analyses but has concerns with quality of data. Furthermore, good data only goes back five years. The NHDOT VRU report from November of 2023 does have guidance on the use of fatal and serious injury crashes. Crash location data has been an issue for non-fatal crashes. Unfortunately, pedestrian or bicyclist crashes that do not involve a motor vehicle are not included in the statewide crash reporting system.

Four NH communities have combined their efforts to receive a grant and to discuss improvements to crash data. The State is moving towards an automated system. The Office of





Highway Safety is submitting a grant request for this system, which is due by May 1, 2024. They are looking into a system that will, among other things, improve crash data accuracy.

The online 2020 NH HSIP Annual Report identified pedestrian and bicyclist high-crash locations and provided the following: 1. Pedestrian crashes: (methodology developed 10/1/2013). The justification for this analysis was to address a SHSP priority or emphasis area and FHWA-focused approach to safety by evaluating fatal and serious injury crashes. The project methodology for identification of high crash locations includes the following:

- Crash frequency.
- Equivalent property damage only (EPDO Crash frequency).
- Excess expected crash frequency using method of moments.
- Expected crash frequency with EB adjustment.

2. Bicycle crashes: (Methodology developed 10/1/2013). The justification for this type of analysis was to address a SHSP priority or emphasis area. The project identification is based on EPDO crash frequency and expected crash frequency with EB adjustment.

The August 2023 Pedestrian and Bicycle Plan reports a 15% HSIP set aside for non-motorized safety projects.

63. Does the State have a data warehouse that is used to access and share data and information among key stakeholders such as law enforcement, health providers and institutions, educators, researchers, and transportation and transit providers?

In Development

The Office of Highway Safety is in the process of cataloging and creating a data warehouse. The New Hampshire data warehouse will be funded through a grant. The deadline for the implementation of the data warehouse must occur within five years of the grant award. This will be a part of the crash analysis system. The grant is to be submitted by May 1, 2024.

64. Does the State use the formalized Road Safety Audit (RSA) process to identify needed pedestrian and bicyclist safety infrastructure improvements on existing or planned roadways, and do multiple stakeholders, including the public, participate in this process? Is the RSA process used by local road agencies?

Current Practice

The New Hampshire DOT conducts up to 10 RSAs per year. The low number of RSAs conducted annually appears to result from personnel shortages. The 2022-2026 NH SHSP states, “NHDOT commonly uses Road Safety Audits (RSAs), benefit-cost analysis, and crash data to identify locations and improvements.” The State does not have an RSA Guide or RSA training program. However, FHWA RSA training workshops were conducted in the past, and the NHDOT has built some bench strength internally and with the consultant community to be able to train new personnel as needed. They typically use trained/experienced consultants to conduct the RSAs. Police and human factors experts are part of the RSA teams. The RSAs focus on all modes of travel, including non-motorized modes. There did not appear to be any bicyclist- or pedestrian-





specific RSAs. There do not appear to be RSAs conducted on project designs before they are implemented.

65. Is there a process in place to identify a return on investment and evaluate a completed project's impact on roadway user safety? Does the return-on-investment findings impact decisions on future improvements? Are the findings shared with project stakeholders and the public?

Current Practice

This appears to be a current practice, but it may be somewhat outdated. The NH HSIP Manual is dated 2013 and provides a procedure for identifying projects and developing projects and Project Evaluation. The available costs for crash types are from 2013. Fatality = \$5,463,500, and an Incapacitating Injury = \$291,300. This process and costs may only lead to “chasing fatalities,” and it would be best to have an average cost for a Fatality or Serious Injury to avoid concentrating only on fatal crashes. Safety Performance Functions are calculated for network screening.

It was reported that the NHDOT has kept the crash cost of different severities separate for calculating a benefit/cost ratio for projects. However, they have found that this approach can provide a very favorable B/C ratio if there is a fatal crash (or several serious injury crashes), but the predicted improvement in crash reduction may be relatively minimal.

NHDOT is looking towards developing guidance to consider the crash types that are occurring rather than the outcome of the crash, as they can relate the likelihood of injury to the type of crash in most cases. This is reinforced when considering the multitude of factors that typically impact a crash that results in a fatality, thus making a fatality a bit of a random occurrence. This is expected to provide a more relatable sample and allow the NHDOT to compare the predicted reduction of severe injury/fatal crashes due to proposed improvements rather than focus on the project costs (compared to historical and/or predictive existing condition data). Proposed alternatives would then be evaluated by the amount of serious injury/fatal crashes they are predicted to reduce (through CMFs, for instance). Cost is still a factor in this evaluation but is not the sole ranking criterion. Unfortunately, the NHDOT has not yet been able to create this guidance.

The NHDOT uses CMFs from the FHWA Crash Modification Factor Clearinghouse and has not developed state-specific CMFs. The concern regarding the accuracy of the non-fatal crash data is being addressed through a grant application to improve crash data accuracy.

66. Does the State have an engineering and/or educational program addressing safe walking and bicycling routes to transit? That links transit and bicycles?

Not At This Time

There is not a Safe Routes to Transit Program because the transit systems in the State operate largely in the Urban Compact areas that are outside the NHDOT maintenance and operational areas. Regardless, it would be desirable for the State to develop these safe routes to transit





walking/bicycling engineering and educational programs to be used by the local agencies and have the expertise to allow the NHDOT to offer assistance to local agencies in urban areas.

67. Does State roadway infrastructure development and prioritization include consideration of pedestrian and bicyclist accommodation and safety?

Current Practice

The NH Pedestrian and Bicycle Plan appears to be comprehensive and current (August of 2023). "The Pedestrian & Bicycle Plan will be used in conjunction with the Strategic Highway Safety Plan to create an environment where the use of any mode of travel, whether motor vehicles, transit, bicycles, or walking, will be safe and convenient for residents of all ages and abilities." Some of the planned policy highlights include: 1. speed limits - NHDOT will work with interested municipalities to develop roadway designs that support slower speeds when projects are evaluated in areas with existing or potential high pedestrian and bicycle use. In addition, the design speed will be determined based on a desired 'target speed' and will include design elements to achieve reduced speed. 2. lane widths - set default vehicle lane widths at 11 feet and, in some cases, as narrow as 10 feet to better accommodate non-motorized modes. NHDOT will incorporate allocation of space for pedestrian and bicycle facilities in the Highway Design Manual. 3. Data - develop and maintain a nonmotorized data-collection program.

There needs to be an implementation plan for this document and the New Hampshire Vulnerable Road User Assessment to assure the policies and action items contained in both documents are implemented throughout the NHDOT.

68. Does the State have its own roadway design manual, guidance, or statement for following national standards and regulations for the design, construction and maintenance of pedestrian and bicycle facilities?

Current Practice

In addition to the NH Pedestrian and Bicycle Plan (August of 2023) and the New Hampshire Vulnerable Road User Assessment (November of 2023), there is a New Hampshire Highway Design Manual that was updated in October of 2023. Chapter 11 (Special Plan Elements) of the Highway Design Manual includes guidance on pedestrian and bicycle facilities. Unfortunately, there is not a lot of pedestrian or bicycle facility design information contained in the NHDOT Highway Design Manual. The Manual states, "Bicycle and pedestrian accommodations should be considered, not only for the final constructed condition, but also throughout the construction phases by perpetuating existing sidewalks or routes. Pedestrian facilities should be constructed of suitable materials and should be ADA accessible." This statement should be made stronger, with pedestrian and bicycle facilities being included in all new or retrofit highway projects in urbanized areas unless there is an overriding reason not to include them. The elimination of bicycle and pedestrian facilities in urbanized areas should be a "design exception", and local agencies should not be allowed to omit these types of safety features (such as sidewalks), due to maintenance concerns. More guidance is needed for the design and application of pedestrian and bicyclist safety countermeasures in the NHDOT Design Manual. Examples include: 1.





guidance on the use of bicycle detection at traffic signals (or alternatively operate the signals in recall if no bicycle detection exists; 2. guidance on when to install crosswalks at uncontrolled locations, and 3. guidance on the level of traffic control that should be implemented at an uncontrolled marked crosswalk based on traffic and roadway design considerations.

Emergency Medical Services

69. Does the State have a current EMS Plan and, if so, is pedestrian and bicyclist safety addressed in that plan?

In Development

New Hampshire does not appear to have a State EMS Plan but does have an excellent 2019 State Trauma Plan that is logical and easy to understand. While the Trauma Plan does not specifically reference bicycle and pedestrian safety, it does provide an excellent foundation for prevention efforts, data collection, pre-hospital and in-hospital care capabilities, and other important elements. The State also has a 2020-2025 Violence and Injury Prevention Plan (VIPP), which highlights major causes of injuries. Not surprisingly, motor vehicle injuries and deaths are described as, "unacceptable, unaffordable, and preventable". The report goes on to say, "Traffic crashes have cost New Hampshire residents an estimated \$8.4 billion, though the loss of even one life is immeasurable." Bicycle and pedestrian injuries and deaths are mentioned briefly in the VIPP and mostly appear to be blended together in the broad category of motor vehicle related injuries. A State EMS plan would allow NH to identify its system priorities and layout a strategic pathway to achieve them. It could be an excellent platform to call for further EMS involvement in injury prevention and advance partnerships with engineering, law enforcement and other traffic safety interests.

70. Does the State have a 9-1-1 system that is accessible statewide? Does it have or is it migrating to enhanced (E-9-1-1) capabilities?

Current Practice

New Hampshire established a statewide system of enhanced 9-1-1 calling capabilities in the early 1990s. Given the rural demography and mountainous topography of the State, there are a few gaps in wireless coverage which can limit access to the 9-1-1 system. Text to 9-1-1 is in place statewide. The New Hampshire Department of Safety (DOS) - Division of Emergency Services and Communications (DESC), operates two statewide PSAPs, one in Concord and one in Laconia, which process about 1500 emergency calls daily. The two PSAPs transfer calls to 64 municipal or regionally operated dispatch centers. Each dispatch center operates 24/7 and is required to have a designated backup. The DESC is an Accredited Center of Excellence (ACE) Accredited Emergency Medical Dispatch agency through the International Academy of Emergency Dispatch and was the 30th agency in the United States to receive this prestigious certification. Funding for the PSAPs and dispatch centers was described as "adequate." The system appears to be well-engineered with excellent technical redundancies and good access for callers seeking emergency assistance.



**71. Is the State working to implement Next Generation 9-1-1 (NG-9-1-1)?****In Development**

New Hampshire is in the process of implementing NG-9-1-1. There is an Enhanced 9-1-1 Commission made up of nineteen stakeholder agency representatives supported by professional and technical staff from the DOS. This group is managing New Hampshire's implementation of NG-9-1-1. Much of the technical work to support NG-9-1-1 ingress and egress has been accomplished. Progress on next steps is largely dependent on third party vendors developing anticipated apps. The funding stream to support New Hampshire's pieces of NG-9-1-1 implementation is stable and comes from a telephone surcharge.

72. Does the State prepare and educate EMS personnel using the current version of the National Emergency Medical Services Education Standards?**Current Practice**

New Hampshire educates all levels of EMS personnel from the positions of EMR through paramedic using the current National EMS Education Standards. In addition, all EMS personnel undergo an FBI fingerprint background check prior to licensure. The State uses the National Registry of EMTs certification process as the foundation for state licensure. This system is well-established and assures patients in need of emergency care that the personnel from any EMS agency in the state are well-prepared and have demonstrated their competency. The overall workforce of personnel in New Hampshire is around 6000 persons. While that number has been stable, the State faces some distribution challenges in terms of having the right people at the right levels in the right places they are most needed. During the COVID pandemic, New Hampshire made some changes to its licensing policies that enabled persons to retain licensure without an EMS agency affiliation. While that has enabled more people to stay licensed in the system, it has led to fewer people actually involved in providing EMS. The State has made a significant financial commitment to the support of EMS education through grants for Emergency Medical Responder training, reimbursement for tuition and wages, and a stipend for EMT and Advanced EMT students. In the delivery of emergency care, there is a uniform set of statewide EMS protocols to guide what the personnel do for patients.

73. Are EMS personnel trained in and required to use an algorithm such as the CDC's Guidelines for Field Triage of Injured Patients for assessing injury severity and appropriate treatment facility (e.g., a designated trauma center or community hospital ED)?**Current Practice**

New Hampshire uses a uniform set of statewide EMS protocols to guide the care EMS personnel give in the field. The format of these protocols that NH created has been adopted widely throughout New England and in many other states nationally. There is a specific trauma triage protocol that closely mirrors the CDC Guidelines for Field Triage of Injured Patients. The state-specific modifications to the CDC Guidelines primarily reflect the realities of time and distance to hospitals with verified trauma center capabilities. The NH protocols also include clear guidance for the use of air-medical transport. Despite those many accomplishments in assuring the





proper care of trauma patients, New Hampshire also faces some challenges in the management of its trauma system. Despite their model as an "inclusive" trauma system, only about half of the hospitals in the State have any categorization for trauma care. Five of the six hospitals in the North Country are not designated at any level. As a practical matter, these hospitals cannot "opt-out" of receiving trauma cases. The reality is that some seriously injured patients end up being transported to the nearest hospital rather than the nearest hospital with known capabilities to care for them. The situation is exacerbated by a shortage of interfacility critical care transport resources to move these patients to a higher level of service. New Hampshire acknowledges this challenge in their trauma system and is taking steps to encourage the smaller community hospitals to become more involved in their preparations to receive and transfer trauma patients.

74. Does the State have a transport protocol that promotes safety first? Does it address mode (e.g., ground versus air)?

In Development

Any transport modality decision, whether air or ground, brings hazards that need to be acknowledged and controlled. Utilization of the right transport resource for the right patient is key in assuring safety. Rotor wing air-medical transport is provided by the hospital-based Dartmouth Hitchcock Advanced Response Team as well as other air-medical providers in surrounding states. The New England region's air-medical providers cooperate well and share information in ways that discourage "helicopter shopping" if one agency declines a call for weather or other safety considerations. New Hampshire's statewide EMS protocols include guidance on patient conditions where rapid transport by air-medical services may be helpful. Safety considerations are mentioned at multiple points in the protocols when making the air versus ground transport decision. With that said, the NH EMS protocols do not contain a specific protocol that promotes safety first.

75. Is the State's patient care reporting system NEMSIS compliant?

Current Practice

New Hampshire has used a NEMSIS 3.4 compliant EMS information system known as New Hampshire Emergency Services Reporting (NHESR) for many years. That system is currently being upgraded to the NEMSIS version 3.5. The State submits its information to the national NEMSIS database. All EMS agencies, and for all activations, are required to have their information into TEMSIS within 24 hours. NHEMS monitors that compliance and works with agencies that sometimes do not submit data in the required timeframe. New Hampshire has used ImageTrend since 2005 as the system vendor but individual EMS agencies are free to use other software that contains the required minimum dataset.

76. Is NEMSIS data used to assess the quality of EMS provider performance?

Current Practice

All EMS organizations in NH are required to submit their response information into the State's





NHESR system within 24 hours of activation, although this does not always happen. NHESR is used by the local agency itself for quality improvement and EMS personnel feedback. The NHESR system includes a CQI module for this purpose. The information is also accessible by the agency's medical resource hospital and at the state level as well. NHEMS has used Rural Health funds for trend identification and to look at specific interventions such as field cricothyrotomies. NHESR data drives specific educational initiatives where needs were identified through the response information. The State also reported there is a private EMS data specialist who several agencies contract with for assistance in using NHESR data to improve their agency and provider performance.

77. Does the State have a trauma registry?

Current Practice

New Hampshire does have a trauma registry that is primarily used by the Trauma Medical Review Committee. Designated trauma hospitals are required in law and rule to enter patients into the trauma registry as called for in the State Trauma Plan. While trauma registry software is in place and available to all trauma centers, there are some issues with this system in representing a complete picture of trauma care in NH. It was reported that some designated trauma centers have data quality problems. No trauma patient data is received from the non-designated hospitals that receive trauma patients. There is a Department of Safety Trauma Coordinator who can access the trauma registry, and also a Department of Safety data management group is in place. The data management group has looked mostly at incident locations and response times for injuries.

78. Does the State have a statewide Injury Surveillance System (ISS) that captures EMS and other data, and is the ISS publicly accessible and integrated with the crash database?

In Development

There is currently no single warehouse or program that can access and combine all relevant injury data. New Hampshire is currently working on integration of EMS data along with DOS CRASH data and GIS system information. The combined database will have limited public access. The University of New Hampshire has a GRANITview program that works to aggregate GIS data from multiple sources. They may play a role in building the combined systems to support a true Injury Surveillance System.

79. Does the State have a public education and outreach program promoting bystander care?

In Development

Public education and outreach programs for bystander care are mostly delivered at the local level in NH. Many local EMS agencies offer Stop the Bleed training and also participate in bicycle helmet distributions. To date, bystander care education has not been considered for centralization or standardization. New Hampshire has not yet looked at data in their NHESR system to see how often or what types of care are being performed by bystanders.





80. Does the State have a Good Samaritan law that provides immunity to volunteers or bystanders that provide lifesaving assistance to a crash victim?

Current Practice

New Hampshire law, Section 508, contains language about aid at the scene of an emergency or to a victim of a crime. The NH language is typical of most states in exempting liability for bad outcomes when the person at the scene of an emergency acts in good faith and is not grossly negligent.

81. Is the State's 9-1-1 call center(s) or public safety answering points (PSAPs) able to receive data from Advanced Automatic Collision Notification (AACN) technologies such as OnStar® when a crash occurs? Do they have the capability to interface with apps such as Good Samaritan?

In Development

New Hampshire's two PSAPs are not currently receiving Advanced Automatic Collision Notification (AACN) data from systems such as OnStar®. Accordingly, there is no capability to push that information out to dispatch centers or directly to responders. The State uses the "Rapid SOS" system to obtain location and other information from wireless callers. While call takers are happy to receive and pass along automated crash information, it was made clear that none of them wants "one more screen" to deal with!

82. Are street-level traffic cameras monitored to detect and dispatch EMS to the scene of pedestrian and bicycle crashes?

In Development

New Hampshire has several roadway cameras, primarily on the larger state roads and interstate highways. They are monitored in the NH Traffic Management center within NHDOT. The NHDOT website has enabled public viewing of these cameras. While crashes are sometimes visible on these cameras, they are not actively used for early crash identification and activation of emergency responses.

83. Do State injury prevention and local EMS agencies partner with law enforcement to address non-motorist safety? Do they partner with DOT and/or local government roadway agencies?

In Development

At the statewide level, there is no formal system that brings EMS together with law enforcement and engineering counterparts to address roadway safety. At the local level, there is probably a lot more of this kind of interaction. Because of New Hampshire's significant rural character, it makes sense that emergency responders in local areas are likely to have relationships with their municipal road crews and others who can work together to address known crash risks.

84. Are EMS personnel permitted and or encouraged to deliver traffic safety education at school and community-based settings? And if so, do they?

In Development

New Hampshire reports some good progress in EMS personnel participation providing traffic safety education in school and other community settings. EMS is also in the school setting, along





with law enforcement, for planning and training to respond to active intruder threats. At the local level, EMS delivers Stop the Bleed and provides bicycle helmet programs. It was reported that the entire Derry School District staff have received Stop the Bleed training. These are great starts.

85. Does the State have EMS agencies that provide off-road capability for crashes that occur on bike/pedestrian trails where an ambulance cannot gain access?

In Development

With New Hampshire being as rural as it is, bicyclists and pedestrians often travel into inaccessible or difficult -to-reach settings. NH has some world-class Search and Rescue capabilities that are frequently deployed for fairly high-profile rescues. In NH's model of decentralized dispatch centers, these dispatchers usually know what resources are locally available or where to get them. NH EMS have not looked at backcountry rescue needs using NHERS data to determine if patients might benefit from better access to specialty off-road teams or equipment.

86. Is there a recognition program for EMS personnel where contributions to pedestrian and bicyclist safety can be acknowledged?

Not At This Time

New Hampshire has a private Fire and EMS Committee of Merit that gives annual recognition in various categories for Fire and EMS responders. None of the awards currently given includes recognition for topics like prevention or public education, which might fit nicely with bicycle and pedestrian safety. It might be possible to expand the awards to include those types of recognition. Many states have recognition programs at the State EMS office level, and they are worth considering for a few reasons: 1. It is a good way to give a pat on the back to EMS personnel/agencies that are high performers. 2. Recognition of awards recipients is a great way to inform the public about work the EMS system is doing to keep them safe and healthy. 3. By highlighting the accomplishments and contributions of the best EMS people, it is a way of encouraging new people to enter the profession. 4. Identifying people and agencies doing innovative programs or working in partnerships can be a great way to encourage others to replicate those models. Some states hold these recognitions in conjunction with an annual educational conference or similar event. Others do them during EMS Week. These programs are typically low cost.

Equity and Accessibility

87. How does your state monitor whether local jurisdictions have completed comprehensive ADA transition plans and are investing in the infrastructure changes outlined in those plans?

In Development

While the NHDOT has an updated ADA Transition plan (March of 2023), NHDOT has also partnered with University of New Hampshire Technology Transfer (UNH T2) to develop a State Asset Data Exchange System (SADES) module for the collection of inventory data collection.





SADES is a cloud-based solution that effectively and uniformly collects critical infrastructure data on a statewide level that provides specifications, methods, training, and data exchange services for all stakeholders. NHDOT leveraged the SADES program to collect sidewalk, curb ramp, crosswalk, and Accessible Pedestrian Signals (APS) data and to take advantage of assets collected by Regional Planning Commissions (RPCs). Completeness of local jurisdiction data varies. There are 234 municipalities in New Hampshire, of which approximately 120 towns and cities have more than 50 employees. Outreach efforts are ongoing, through the ADA Coordinator, to inform towns of their obligations under Section 504 to complete a self-evaluation to remove barriers and develop a transition plan, if required. The department is working closely with the New Hampshire Municipal Association, Regional Planning Commissions and Technology Transfer at UNH to educate, train and provide the tools necessary to assist municipalities to meet objectives of Section 504. NHDOT estimates only 10 percent of eligible jurisdictions have completed ADA transition plans.

88. Are communities with greater percentages of non-drivers prioritized to receive greater infrastructure and other safety investments?

In Development

Projects that serve high-need areas receive bonus in scoring. Ten Year Plan projects receive additional weighting for "Equity and Environmental Justice" and "Accessibility" criteria, and Transportation Alternative projects receive weighting for "Socioeconomic Benefits" criteria. Analysis of transportation spending effects on non-drivers and other vulnerable groups is conducted as part of the MPO's ongoing equity analysis work.

89. How do you ensure that the people most likely to be killed or injured in traffic crashes are represented in workgroups or committees? Do you have stipends for participation? Do you provide childcare, translation, meals, or transportation?

In Development

For community outreach, the NHOHS works to ensure meetings are accessible by mass transit and in wheelchair accessible locations. They also ensure documents are ADA accessible, and language assistance is provided as requested. Also, meetings are held as a hybrid of virtual and in-person. The NHOHS provides Community Outreach & Betterment (COB) grants to local groups to conduct outreach, and programs will be continued. Regional planning commissions (RPCs) also use surveys to increase community input and go to existing local events to conduct outreach and perform manual counts of walkers/bikers.

90. Are people who rely on walking, rolling, and taking transit and do not have the option of driving represented in your agency staff and leadership?

Not At This Time

Accommodations are provided when requested.

91. What percentage of your agency leadership regularly takes the bus or walks/rolls for transportation?



**In Development**

Some NHDOT, NHOHS, and local staff are active transportation users. There are some efforts to encourage not driving alone, like Commute Smart New Hampshire and Week Without Driving. The NHDOT facility is difficult to access by biking/walking. NHDOT has participated in a seacoast bike ride audit and a chip seal biking audit/test. The NHDOT has bikes available for staff to use.

92. How do you track the demographics of who is (and who isn't) engaged with your public engagement efforts?**In Development**

For community outreach, the NHOHS works to ensure meetings are accessible by mass transit, in wheelchair accessible locations, and that documents are ADA accessible, and language assistance is provided as requested. Also, meetings are held as a hybrid of virtual and in-person. The NHOHS provides Community Outreach & Betterment (COB) grants to local groups to conduct outreach, and programs will be continued. Regional planning commissions (RPCs) also use surveys to increase community input and go to existing local events to conduct outreach and perform manual counts of walkers/bikers.

93. Does your public communication efforts specifically consider the effectiveness of reaching and communicating with those of marginalized and underrepresented communities including those physically and mentally challenged such as people with low vision, are hearing-impaired, or are intellectually disabled?**In Development**

For community outreach, NHOHS works to ensure meetings are accessible by mass transit, in wheelchair accessible locations, and that documents are ADA accessible, and language assistance is provided as requested. Also, meetings are held as a hybrid of virtual and in-person. The NHOHS provides Community Outreach & Betterment (COB) grants to local groups to conduct outreach, and programs will be continued. Regional planning commissions (RPCs) also use surveys to increase community input and go to existing local events to conduct outreach and perform manual counts of walkers/bikers.

94. What is your law around pedestrians in the roadway? Is it legal for someone to walk/roll in the road if the sidewalk is inaccessible or unsafe? Is it legal for someone to walk/roll in the roadway if there is no sidewalk on their side of the street and no accessible signalized crossing?**Current Practice**

It is legal for someone to walk/roll in the road if the sidewalk is inaccessible or unsafe, and it is legal for someone to walk/roll in the roadway if there is no sidewalk on the side of the street and no accessible signalized crossing.

95. What are the demographics of those who receive jaywalking citations? How does this compare to the demographics of your state population?**Not At This Time**

This is not currently tracked. A "Race" field is not noted on NH driver licenses or state ID. The





State does not track the racial breakdown of citations issued by local law enforcement.

96. What percentage of your public rights-of-way has sidewalks? What percentage of your intersections has ADA-compliant curb ramps?

In Development

With the NHDOT's ROWs being mostly rural, less than five percent currently have sidewalks, and roughly 85 percent of intersections have ADA compliant curb ramps. The paving program addresses roughly 400 curb ramps annually, and NHDOT is projecting completion by 2025.

97. What percentage of your signalized intersections has APS signals? (These questions apply to all public rights-of-ways, not just state-funded highways).

In Development

The NHDOT has completed a prioritization of APS intersections managed by the department. All new construction and reconstruction projects include APS consideration, per direction from the draft PROWAG (as of 2016).

98. What percentage of your crashes occurs without a sidewalk or (for cyclists) a protected bike lane?

Under Consideration

Currently, the NHDOT uses US Census and ECT Mapper data for crash analysis. The NHOHS is in the process of purchasing a state-of-the-art crash analysis system that will have the ability to overlay crashes on neighborhood demographic data.

99. What are the demographics of the census tracts adjacent to roads with less pedestrian street lighting?

Under Consideration

Current crash data shows higher crash frequency in the early evening (5-6pm), as well as more crashes in the dark. A lack of pedestrian-scale lighting could be a factor. While overhead lighting is required for new crosswalks construction, and the SASE database includes a checkbox if an intersection is lit, additional data is needed to know if the lighting is sufficient. Pedestrian scale at some lighting types may create additional hazards for active transportation users.

100. What are the demographics of the census tracts adjacent to roads with higher speeds? How do these compare to the demographics of your state as a whole?

Under Consideration

Currently NHDOT uses US Census and ECT Mapper data for our crash analysis. The NHOHS is in the process of purchasing a state-of-the-art crash analysis system that will have the ability to overlay crashes on neighborhood demographic data.

101. Do first responders receive training in communicating with people with physical and mental challenges such as those who are hearing impaired, low-vision, or intellectually disabled?

Current Practice

The State has academy classes that address these topic areas, specifically on deaf and hard of





hearing, dementia, autism, and those suffering from mental health issues.

102. Do you have a way to estimate where crashes occur if the police aren't called, or there isn't a serious injury or death to report?

Under Consideration

The VRU Assessment notes: "Crashes involving pedestrians and bicyclists have traditionally gone underreported, especially if no injuries occurred. In fact, a recent study from Washington D.C. found that almost one in three car crashes involving a cyclist or pedestrian goes unreported, especially in predominantly Black communities. This underreporting can further skew the available data."

103. Are there communities where crashes are more likely to go unreported, and how would these lower reporting rates impact where safety investments are made?

Under Consideration

The VRU Assessment notes: "Crashes involving pedestrians and bicyclists have traditionally gone underreported, especially if no injuries occurred. In fact, a recent study from Washington D.C. found that almost one in three car crashes involving a cyclist or pedestrian goes unreported, especially in predominantly Black communities. This underreporting can further skew the available data."

104. Do you know what percentage of the population cannot drive or has no car access? What communities have the most non-drivers? Do communities with greater percentages of non-drivers have higher crash rates?

Current Practice

As noted in the VRU Assessment: "Approximately 73% of census tracts in New Hampshire experience transportation insecurity- indicating that many communities experience long commute times, a lack of multimodal infrastructure, lack of public transportation, and low walkability/bikeability, thus a greater reliability on automobiles and a greater transportation cost burden. Taking all five components of disadvantage into account, 17% of New Hampshire's Census Tracts are disadvantaged, representing approximately 218,900 of New Hampshire's total population as portrayed in Figure 32. When looking at these areas in relation to VRU crashes, a total of 34% of severe crashes occurred in disadvantaged communities while 40% of all VRU crashes occurred in these areas."

105. What percentage of transit stops has ADA-compliant sidewalks and crossings within a half-mile walk/roll-shed?

Current Practice

The NHDOT, when doing repaving work, makes bus shelters accessible, but most of the State is very rural and transit service largely doesn't exist outside of town centers. The NHDOT published a Statewide Strategic Transit Investment Plan in 2020 that recommends: longer hours needed on weekday evenings, more service/some service needed on Saturdays and Sundays as well as regional and intercity service improvements, and the creation of routes where they don't exist.





106. What percentage of school children walks, rolls, bikes, or takes public transit to school? How do the demographics of the children who walk/roll/ride public transit compare to those of school children in the State?

Under Consideration

The VRU Assessment notes that, "Approximately 6.5% of all VRU crashes and 7% of severe VRU crashes occur within 500' buffers to schools, signifying that schools may represent potential high-risk areas." The VRU Assessment also looked at land- use data and looked at crashes in proximity to schools, recreation areas, transit stops and community centers. However, the State SRTS program is no longer current, and in fact, some schools prohibit kids from walk/biking to school because it is perceived as too dangerous.

107. What demographic data is collected about people killed or injured in crashes?

In Development

The VRU Assessment notes: "The crash data provided does not contain data relating to the individual – with the exception of age for fatal crashes. Therefore, it is unviable to derive trends associated with an individual's race, disability, and economic status. Socioeconomic trends were derived utilizing census data sources and therefore are focused on the neighborhood (census tract) or community (city/town) level, assuming that most pedestrian and bicyclist related crashes occur relatively close to an individual's home or work location."

108. What can be said about which communities bear disproportionate harm from crashes?

Current Practice

The VRU Assessment notes: "Approximately 40% of VRU crashes occurred in historically disadvantaged communities, underlining the need for strategic investments in non-motorized safety. These communities typically experience lower incomes and a higher percentage of households without access to vehicles, making the multimodal network a vital resource."

109. Does the State track whether victims of crashes were experiencing a mental health crisis at the time of the incident? Does the State track whether crash victims have a physical or sensory disability?

Not At This Time

Not at this time.

110. What are the demographics of the census tracts that have the most crashes? How do the demographics of these census tracts compare to the State's population or census tracts with fewer crashes?

In Development

The VRU Assessment notes: "Approximately 40% of VRU crashes occurred in historically disadvantaged communities, underlining the need for strategic investments in non-motorized





safety. These communities typically experience lower incomes and a higher percentage of households without access to vehicles, making the multimodal network a vital resource."

111. Does the State analyze which types of road design (width, speed) see the most crashes? What are the demographics of the communities where these crashes occur?

In Development

The VRU Assessment notes that: "Approximately 17% of the top high injury pedestrian networks are located on state owned roads while the remaining 83% are located on locally owned roads – indicating the need to provide technical assistance and guidance to these communities in order to achieve bicyclist and pedestrian safety on a statewide level." The assessment also notes high crash rates in transition zones between rural and more populated areas.





Appendix B – Recommendations with Linked Questions

The Technical Assessment Team’s recommendations are as follows. Priority recommendations are listed in bold, and associated questions are included when applicable.

Program Management Recommendations

- **Include Law Enforcement and EMS participation on the Complete Streets Advisory Council and establish a working group to catalogue the resources of each partner. This will minimize duplication of effort, maximize resource and information sharing, and identify opportunities for collaboration.**
 - **Linked Question(s):**
 - 6. Is there a statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement, and evaluate the Pedestrian and Bicyclist Safety Program (PBSP)?
 - 7. Does the PBSP regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
 - 15. Does the State inform stakeholders of the technological advances such as vehicle, infrastructure, and communications or mobile applications that may affect the safety of pedestrians and bicyclists?
- **Diversify projects funded by the Highway Safety Office to include subgrantees from advocacy organizations, local governments, and other partners who can reach communities that have historically been underrepresented and underserved.**
 - **Linked Question(s):**
 - 4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
 - 10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?
- **Improve law enforcement (LE) reporting of crash data. Currently, 60% of LE agencies are reporting crashes electronically. Work to bring all law enforcement agencies into the electronic crash reporting system. Train law enforcement agencies on data collection in crash reports to increase accuracy of data.**
 - **Linked Question(s):**
 - 8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation and adjudication) to identify the extent of the State’s pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes as well as the crash outcomes?
- **Increase collaboration on applying Highway Safety Program funding and Highway Safety Improvement Program funding to support a Safe System Approach. This will draw people out of their silos and demonstrate the value of sharing resources and taking a comprehensive approach to solving the State’s pedestrian and bicycle safety problems.**
 - **Linked Question(s):**





- 3. Does the State’s Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP) include efforts that are aimed at reducing pedestrian and bicyclist injuries and fatalities?
 - 4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
- Establish formal evaluation plans for pedestrian and bicyclist highway safety grants from the Highway Safety Office and pedestrian and bicyclist infrastructure projects from the Department of Transportation.
 - Linked Question(s):
 - 11. Does the State evaluate funded safety programs to include employing some measure of effectiveness?
 - 12. Does guidance exist for conducting program evaluation?
- Review and update the Policy & Procedure (P&P) manual for the Highway Safety Office.
 - Linked Question(s):
 - 10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?
- Continue to build on the existing plan to increase public engagement in the planning process and include communities of interest in surveys, messaging and educational outreach, Road Safety Audits, and advisory committees.
 - Linked Question(s):
 - 7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
 - 9. Is the Pedestrian and Bicyclist Safety Plan re-evaluated and updated, and is this information shared with stakeholders and/or the public?

Education Recommendations

- **Fill the vacant Public Information Officer position as quickly as possible in order to address the following key activities: 1. updating the annual communications plan each year using data to more strategically align and evaluate bicycle and pedestrian safety messages; and 2. including bicycle and pedestrian safety in the plan’s tactical section. If filling this position in a timely manner is unrealistic, utilize grant funding as an interim to identify a partner organization that can develop a more robust, data-driven approach to bicycle and pedestrian safety message strategies.**
 - Linked Question(s):
 - 17. Does the State Highway Safety Office or designated lead agency for pedestrian and bicyclist safety use data to develop, evaluate and update this communications plan, and how often is it evaluated and updated, and by whom?
- **Develop a suite of communications assets to allow grant-funded law enforcement agencies to make their communities aware of bicyclist-motorist and/or pedestrian-motorist traffic enforcement**





initiatives. This should include template pre- and post-enforcement news releases, state-specific fact sheets regarding bicycle and pedestrian crashes and fatalities, and sample social media posts with graphics. Messaging must address motorists, bicyclists and/or pedestrians as appropriate. Utilize the Highway Safety Office's existing network to distribute messaging to grantees and traffic safety partners.

- **Linked Question(s):**
 - 21. Does the pedestrian and bicyclist safety communication plan complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities?
- **Utilize an existing bicyclist and pedestrian safety group to assist with the process of developing a communications plan for these safety areas. The communications plan should be crash-data focused and include specific audiences for bicyclists, pedestrians, and motorists as well as key messages for each. This new plan should address key concerns that were identified during public participation, virtual listening sessions, and roundtables.**
 - **Linked Question(s):**
 - 16. Does the State have an education and public outreach (communications) plan focusing on bicyclist and pedestrian safety, which is included in a statewide traffic safety education and public outreach plan or another plan (e.g., Highway Safety Plan)?
- Harness the expertise, reach, and enthusiasm of the State's partner bicycle and pedestrian safety-focused groups, as well as non-traditional organizations representing underserved populations and those new to the country, to implement a communications plan specific to the bicycle and pedestrian safety issues in New Hampshire.
 - **Linked Question(s):**
 - 19. Is this communication plan implemented with the help of a multidisciplinary group of stakeholders that includes non-traditional and/or multicultural partners?
- Bring together state and local traffic engineering agencies, law enforcement, and bicycle and pedestrian safety organizations to develop a communications toolbox aimed at engineering countermeasures to improve bicycle and pedestrian safety. Identify existing or develop new materials that will be available for use among state and local transportation agencies, governments, and other groups that can help share the information widely. This will help ensure motorists, bicyclists, pedestrians, and law enforcement understand how to navigate new roadway features as intended.
 - **Linked Question(s):**
 - 20. Does the pedestrian and bicyclist safety communications plan complement and support existing and planned traffic engineering activities that address pedestrian and bicyclist safety?
- Conduct analysis for both bicyclist and pedestrian safety that provides clear and easy-to-understand problem identification for the bicyclist, pedestrian, and motorist once the State has a more timely and robust crash data system in place. Use this information to develop education and communication programs and outreach when and where appropriate. While the National Highway Traffic Safety





Administration provides high-quality traffic safety messages for use by states, they are general in nature.

- Linked Question(s):
 - 28. Are local level pedestrian and bicyclist safety education and outreach programs based on data?
- Translate the State's bicyclist and pedestrian safety brochure into Spanish and make available online and in-print form as soon as possible. Determine (while working with groups that serve non-English speaking populations) if the brochure, as written, is easily understandable for non-English speaking groups. Make changes, that may include new graphics, to facilitate clear communication.
 - Linked Question(s):
 - 34. Does the State provide multicultural/lingual pedestrians and bicyclists safety education?

Enforcement Recommendations

- **Create and distribute a compilation of best practices from around the State to train officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.**
 - Linked Question(s):
 - 42. Are law enforcement personnel trained in effective measures to reduce both pedestrian and bicyclist crashes?

Seek recognition opportunities for officers who show dedication and devotion to the education and enforcement of laws protecting vulnerable roadway users.

 - Linked Question(s):
 - 51. Does the State have a program to recognize law enforcement for exemplary achievements in addressing both pedestrian and bicyclist safety?
- **Involve law enforcement personnel during the planning stages of roadway engineering modifications and infrastructure programs at all levels of government, possibly enlisting the New Hampshire Police Chiefs Association and Sheriffs Association's Roadway Safety Committee. By involving the Associations in the Complete Streets Advisory Committee, such involvement would assist in the post-infrastructure education and training of agency personnel on roadway engineering applications and technology implementation by capitalizing on the networking abilities of the Associations.**
 - Linked Question(s):
 - 45. Are state and local law enforcement agencies included in infrastructure improvement project identification and selection (e.g.; a road safety audit, intersection redesign, installation of new signals, crosswalks, bike boxes or lanes, pedestrian refuge islands)? Do they conduct enforcement and/or education activities following project completion?
 - 52. Does law enforcement regularly receive information on new roadway engineering applications and technology, and how they should be properly used (specific to pedestrians and bicyclists), and what enforcement actions are authorized by statute based on implementation of the new roadway engineering applications and





technology?

- Emphasize the lifesaving benefit of enforcing pedestrian and bicyclist laws in both the basic recruit training academy and in-service training for law enforcement officers.
 - Linked Question(s):
 - 41. Are law enforcement personnel trained in both pedestrian and bicyclist safety to include relevant state laws?
- Further cultivate and formalize the partnership with New Hampshire's pedestrian and bicyclist advocacy groups who stand ready to assist agencies that are aware of their beneficial contributions and that request assistance.
 - Linked Question(s):
 - 47. Do state and local law enforcement agencies partner with walking and biking organizations and/or advocates to address non-motorist safety?
- Stress the importance of collection and documentation of pedestrian and bicyclist information and unique crash scene evidence during basic law enforcement officer training on crash investigation, particularly in the narrative section of the crash report.
 - Linked Question(s):
 - 38. Is distraction or impairment of all involved parties documented on the crash report?

Engineering Recommendations

- **Eliminate the practice that allows local agencies to omit sidewalks and other non-motorized safety measures from new and retrofitted NHDOT highway projects.**
 - Linked Question(s):
 - 55. Does DOT traffic engineering partner with local transportation agency engineering departments as well as state and local education and enforcement agencies to address pedestrian and bicyclist safety? Is there a traffic engineering partnership through the Local Technical Assistance Program (LTAP) that incorporates pedestrian and bicycle safety programs and designs into roadway projects?
- **Develop implementation plans for the New Hampshire Pedestrian and Bicycle Plan and the New Hampshire Vulnerable Road User Safety Assessment to ensure the policy recommendations and action plans are implemented.**
 - Linked Question(s):
 - 60. Does the State have its own bicycle and pedestrian roadway design manual or use a standard (national) design guide that establishes guidance and standards for pedestrians and bicyclists?
 - 67. Does state roadway infrastructure development and prioritization include consideration of pedestrian and bicyclist accommodation and safety?
- **Improve the quality of non-fatal crash data for improved accuracy and analysis.**
 - Linked Question(s):





- 65. Is there a process in place to identify a return on investment and to evaluate a completed project's impact on roadway user safety? Does the return-on-investment findings impact decisions on future improvements? Are the findings shared with project stakeholders and the public?
 - 67. Does state roadway infrastructure development and prioritization include consideration of pedestrian and bicyclist accommodation and safety?
 - **Finalize the Complete Streets Policy for the NHDOT.**
 - **Linked Question(s):**
 - 55. Does DOT traffic engineering partner with local transportation agency engineering departments as well as State and local education and enforcement agencies to address pedestrian and bicyclist safety? Is there a traffic engineering partnership through the Local Technical Assistance Program (LTAP) that incorporates pedestrian and bicycle safety programs and designs into roadway projects?
 - 56. Does the State have a policy that requires consideration to accommodate the safe movement of pedestrians and bicyclists in all roadway project planning, design and/or maintenance?
 - 57. Does the State have a Complete Streets Policy or guidance for reconstruction/rehabilitation projects on portions of state highways that serve as main streets in small communities?
 - **Develop a data warehouse and collect pedestrian and bicyclist exposure data for project planning and analysis purposes. Develop a non-motorized traffic count and monitoring program.**
 - **Linked Question(s):**
 - 59. Does traffic engineering have a process to gather input on project planning, design, and/or maintenance from stakeholders, interest groups, and/or the public?
 - 61. Does the State use data for planning, design, and maintenance?
 - 63. Does the State have a data warehouse that is used to access and share data and information among key stakeholders such as law enforcement, health providers and institutions, educators, researchers, and transportation and transit providers?
 - Update the NH Highway Design Manual to provide more design and application guidance for pedestrian and bicycle safety countermeasures, including the design and application of PHBs, application of RRFBs, bicycle detection at traffic signals, etc.
 - **Linked Question(s):**
 - 60. Does the State have its own bicycle and pedestrian roadway design manual or use a standard (national) design guide that establishes guidance and standards for pedestrians and bicyclists?
 - 68. Does the State have its own roadway design manual, guidance, or statement for following national standards and regulations for the design, construction, and maintenance of pedestrian and bicycle facilities?
 - Include non-motorized crash data for crashes that do not involve a motor vehicle in the statewide crash database.
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- Linked Question(s):
 - 61. Does the State use data for planning, design, and maintenance?
 - 62. Does the State use data to identify and address systemic issues and high crash locations?
- Revise the evaluation of HSIP projects to average out the cost for fatal and severe injury crashes for evaluating safety improvements.
 - Linked Question(s):
 - 65. Is there a process in place to identify a return-on-investment and evaluate a completed project's impact on roadway user safety? Does the return-on-investment findings impact decisions on future improvements? Are the findings shared with project stakeholders and the public?
- Increase staffing and provide a budget for the Active Management Program.
 - Linked Question(s):
 - 53. Is there a Department of Transportation unit, program, or policy specifically focused on pedestrian and bicyclist safety?
 - 54. Does the DOT pedestrian and bicyclist safety unit, program or policy provide guidance on identification, selection, and implementation of engineering-focused countermeasures?
 - 57. Does the State have a Complete Streets Policy or guidance for reconstruction/rehabilitation projects on portions of state highways that serve as main streets in small communities?
- Increase the number of RSAs and conduct them on project designs before a highway design is finalized and prior to construction.
 - Linked Question(s):
 - 64. Does the State use the formalized Road Safety Audit (RSA) process to identify needed pedestrian and bicyclist safety infrastructure improvements on existing or planned roadways, and do multiple stakeholders, including the public, participate in this process? Is the RSA process used by local road agencies?

Emergency Medical Services Recommendations

- **Implement Level IV designation for all hospitals in the State that receive trauma patients. This may include simple low-cost measures such as Advanced Trauma Life Support training for emergency department personnel, submission of data to the trauma registry, developing transfer agreements with higher level hospitals, etc.**
 - Linked Question(s):
 - 73. Are EMS personnel trained in and required to use an algorithm such as the CDC's Guidelines for Field Triage of Injured Patients for assessing injury severity and appropriate treatment facility (e.g., a designated trauma center or community hospital ED)?
- **Incorporate crash data with NHESR, trauma registry, emergency department, hospital in-**





patient/discharge, rehabilitation, and morbidity databases to track injury causes, magnitude, costs, and outcomes in a statewide Injury Surveillance System (ISS).

- **Linked Question(s):**
 - 78. Does the State have a statewide Injury Surveillance System (ISS) that captures EMS and other data, and is the ISS publicly accessible and integrated with the crash database?
- Adopt a State EMS system development plan. This plan could address some of the trauma system needs, establish a role for EMS in injury prevention, and serve as a roadmap for how EMS and trauma data can contribute to bicycle and pedestrian safety efforts.
 - **Linked Question(s):**
 - 69. Does the State have a current EMS Plan and, if so, is pedestrian and bicyclist safety addressed in that plan?
- Include an EMS protocol in the existing statewide package that addresses patient and EMS provider safety. The protocol could give guidance on safety considerations when choosing air transport, pediatric patient restraint, and use of lights and sirens, as well as providing guidance on other decisions EMS personnel make that have safety implications.
 - **Linked Question(s):**
 - 74. Does the State have a transport protocol that promotes safety first? Does it address mode (e.g., ground versus air)?
- Establish a system that brings the relevant EMS agencies together with law enforcement, road maintenance crews, and engineers during the planning phase for roadway improvement projects.
 - **Linked Question(s):**
 - 83. Do state injury prevention and local EMS agencies partner with law enforcement to address non-motorist safety? Do they partner with DOT and/or local government roadway agencies?
- Use the NHESR data to examine the role of bystander care for bicycle, pedestrian, and possibly other causes of injuries. The outcome of this examination may lead to decisions about where and how to organize the delivery of bystander care training.
 - **Linked Question(s):**
 - 79. Does the State have a public education and outreach program promoting bystander care?
- Consider a state-level recognition program for EMS personnel or update the current private recognitions that can highlight the roles EMS personnel play in injury prevention and include recognitions for bicycle and pedestrian safety efforts.
 - **Linked Question(s):**
 - 86. Is there a recognition program for EMS personnel where contributions to pedestrian and bicyclist safety can be acknowledged?

Equity and Accessibility Recommendations

- **Create a program to monitor completeness of local jurisdiction ADA transition plans; this could be**





handled by the NHDOT ADA Compliance Coordinator.

- **Linked Question(s):**
 - 87. How does the State monitor whether local jurisdictions have completed comprehensive ADA transition plans and are investing in the infrastructure changes outlined in those plans?
- Build on existing work by adopting this recommendation from the VRU Assessment: "Introduce prioritization metrics that incorporate vulnerable road user risk data into the selection criteria for Transportation Alternatives Program (TAP) projects, ensuring that safety improvements are targeted where they are most needed."
 - **Linked Question(s):**
 - 88. Are communities with greater percentages of non-drivers prioritized to receive greater infrastructure and other safety investments?
- **Incorporate crash data with NHESR, trauma registry, emergency department, hospital in-patient/discharge, rehabilitation, and morbidity databases to track injury causes, magnitude, costs, and outcomes in a statewide Injury Surveillance System (ISS).**
 - **Linked Question(s):**
 - 89. How does the State ensure that the people most likely to be killed or injured in traffic crashes are represented in workgroups or committees? Are there stipends for participation? Are childcare, translation, meals, or transportation provided?
- **Evaluate agency job postings for inclusivity and remove unnecessary requirements that may exclude disabled and low-income people. Examples of this include: requirements for driver's licenses, ability to lift 40 lbs., or for credentials that could instead be satisfied with documented work history or lived experience.**
 - **Linked Question(s):**
 - 90. Are people who rely on walking, rolling, and taking transit and do not have the option of driving represented in your agency's staff and leadership?
- Encourage participation in Commute Smart NH and Week Without Drivings, perhaps as a competition between teams or regions. Make Bike/Walk audits a standard part of the design process. E-bike rentals for staff who are not comfortable biking can make this more inclusive. Engineers wouldn't consider redesigning a road without driving it. The same should be true for walking and biking it. Walk/Roll audits can also include participation from MPOS, local jurisdictions, community organizations and community members.
 - **Linked Question(s):**
 - 91. What percentage of your agency's leadership regularly takes the bus or walks/rolls for transportation?
- **The new Complete Streets Policy should eliminate the challenge posed by NHDOT's inability to add sidewalks to a project unless agreement with municipalities to maintain it (the same applies for bike lane striping) for roads to be safe and accessible for all users. Consider the possibility of multiuse trails for travel in rural areas.**
 - **Linked Question(s):**
 - 96. What percentage of the State's public rights-of-way have sidewalks? What percentage





of intersections have ADA-compliant curb ramps?

- Coordinate with local jurisdictions to provide complete, accurate, and up-to-date information for SASE. Require local jurisdictions to submit updated ADA transition plans could induce local jurisdictions to include and keep updated infrastructure data in SASE.
 - Linked Question(s):
 - 97. What percentage of signalized intersections have APS signals? (These questions apply to all public rights-of-way, not just state-funded highways).
- Complete acquisition of new crash analysis data system.
 - Linked Question(s):
 - 98. What percentage of crashes occur without a sidewalk or (for cyclists) a protected bike lane?
- Add additional questions, for the SASE database, to evaluate lighting quality at intersections for active transportation user safety. Use this updated assessment as NHDOT refreshes data and ask local jurisdictions to update their assessments as well.
 - Linked Question(s):
 - 99. What are the demographics of the census tracts adjacent to roads with less pedestrian street lighting?
- **Conduct a pedestrian/bike level of traffic stress analysis to add insight on where the most dangerous and uncomfortable streets and crossings are located.**
 - **Linked Question(s):**
 - 102. Is there a way to estimate where crashes occur if the police aren't called, or if there isn't a serious injury or death to report?
- Measure the populations most likely to rely on walking/rolling/biking/transit for transportation.
 - Linked Question(s):
 - 104. What percentage of the population cannot drive or has no car access? Which communities have the most non-drivers? Do communities with greater percentages of non-drivers have higher crash rates?
- Evaluate progress made and update recommendations in the 2020 Strategic Transit Plan.
 - Linked Question(s):
 - 105. What percentage of transit stops have ADA-compliant sidewalks and crossings within a half-mile walk/roll-shed?
- **Consider school location in the context of VRU safety, as well as other land-use changes that could reduce the need to drive, making it safer for children and other people walking, rolling, and biking to get to where they need to go more safely and comfortably.**
 - **Linked Question(s):**
 - 106. What percentage of school children walks, rolls, bikes, or takes public transit to school? How do the demographics of the children who walk/roll/ride public transit compare to those of school children in your state?
- Complete acquisition of a new crash analysis data system.
 - Linked Question(s):
 - 107. What demographic data is collected about people killed or injured in crashes?





- Complete acquisition of a new crash analysis data system.
 - Linked Question(s):
 - 108. What can be said about which communities bear disproportionate harm from crashes?
- Consider land-use (Vehicle Miles Traveled) VMT reduction strategy recommendations from WA State.
 - Linked Question(s):
 - 109. Does the State track whether victims of crashes were experiencing a mental health crisis at the time of the incident? Does the State track whether crash victims have a physical or sensory disability?
- Increase technical support for local jurisdictions to seek funding for safety projects. For NHDOT projects, look specifically at transition zones where higher speed rural roads enter more thickly populated areas.
 - Linked Question(s):
 - 110. What are the demographics of the census tracts that have the most crashes? How do the demographics of these census tracts compare to the State's population or census tracts with fewer crashes?





Appendix C – Participants

State Highway Safety Office Representative

John Clegg

New Hampshire Department of Safety

State Assessment Coordinator

Paul Ruggiero

New Hampshire Department of Safety

Participating Agencies

AAA - American Automobile Association

BWANH - Bike-Walk Alliance of New Hampshire

Bike the North Country

CNHPC - Central New Hampshire Planning Commission

Granite State Wheelers

Hampton Police Department

Lake Sunapee Rail Trail

NHDETA - New Hampshire Driver Education Teachers Association

NHDOT - New Hampshire Department of Transportation

NHDOT CSAC - NHDOT Complete Streets Advisory Committee

NHOHS - New Hampshire Office of Highway Safety

NHSP - New Hampshire State Police

Nashua Regional Planning Commission

New Hampshire Bureau of Emergency Medical Services

New Hampshire Department of Transportation Bureau of Highway Design

New Hampshire Division of Emergency Services and Communications

SNHPC - Southern New Hampshire Planning Commission





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Appendix D –Acronyms and Abbreviations

Acronym	Definition
ADA	Americans with Disabilities Act
APS	Accessible Pedestrian Signals
BWANH	Bike-Walk Alliance of New Hampshire
CDC	Center for Disease Control
CSAC	Complete Streets Advisory Council
CBO	Community Outreach and Betterment
DEI	Diversity, Equity, and Inclusion
DMV	Department of Motor Vehicles
ED	Emergency Department
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GIS	Geographic Information System
HAWKS	High-Intensity Activated crossWalk Signal
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ISS	Injury Surveillance System
LAB	League of American Bicyclists
LE	Law Enforcement
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MUTCD	Manual of Uniform Traffic Control Devices
NEMSIS	National Emergency Medical Services Information System
NG9-1-1	Next Generation 9-1-1
NGO	Non-Governmental Organizations
NHS	National Highway System
NHESR	New Hampshire Emergency Services Reporting
NHTSA	National Highway Traffic Safety Administration
PBSP	Pedestrian and Bicyclist Safety Program
PHB	Pedestrian Hybrid Beacon
PIO	Public Information Officer
PROWAG	Public Right-of-Way Guidelines
PSA	Public Safety Announcement
PSAP	Public Safety Answering Point
RFB	Rapid Flashing Beacon
RRFB	Rectangular Rapid Flashing Beacon
RSA	Road Safety Audit
SADES	State Access Data Exchange System
SASE	Secure Access Service Edge





SHSP	State Highway Safety Plan
SRS	Safe Routes to School
TAP	Transportation Alternatives Program)
TEMSIS	Trauma and Emergency Medical Services Information System
TSC	Traffic Safety Commission
VRU	Vulnerable Road Users

