

# STATE OF NEW HAMPSHIRE

## *NH Highway Safety Agency's Strategic Action Plan Annual Report*

*FISCAL YEAR 2009*



"Live Free or Die"

**Governor**  
John H. Lynch  
Executive Director

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

# STATE OF NEW HAMPSHIRE

## STRATEGIC ACTION PLAN ANNUAL REPORT FISCAL YEAR 2009

NEW HAMPSHIRE HIGHWAY SAFETY AGENCY  
PINE INN PLAZA  
117 MANCHESTER STREET  
CONCORD, NH 03301-5101  
(603) 271-2131  
FAX (603) 271-3790

GOVERNOR JOHN H. LYNCH  
EXECUTIVE DIRECTOR

PETER M. THOMSON  
HIGHWAY SAFETY COORDINATOR AND  
GOVERNOR'S REPRESENTATIVE

DEBRA H. GARVIN, PROGRAM MANAGER  
STEPHEN D. SARGENT, FIELD REPRESENTATIVE  
JOHN A. CLEGG, FIELD REPRESENTATIVE  
NANCY E. AVERILL, ACCOUNTANT I  
DEBORAH J. FARINELLA, ADMINISTRATIVE SUPERVISOR  
THERESA J. DAWSON, SECRETARY/RECEPTIONIST



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

# STATISTICAL OVERVIEW

NEW HAMPSHIRE STATISTICAL CRASH SUMMARY						
Outcome Measure Number		2004	2005	2006	2007	2008
	Fatal Motor Vehicle Crashes	158	156	116	122	127
C-1	Persons Killed (Fatalities)	171	166	127	129	138
	Rural Fatalities	121	127	75	105	127
	Urban Fatalities	50	39	52	24	11
	Alcohol-Related Fatalities *	52	53	44	41	47
	% of Alcohol-Related Fatalities	30.4	31.9	34.6	31.8	34.1
	Alc-Related Deaths/VMT (NH @.04)	.36	.36	.26	.24	.28
	Operators Killed	91	87	75	70	78
	Adult Occupants Killed	28	21	20	10	14
	Child Occupants Killed	7	4	3	7	5
C-10	Adult Pedestrians Killed	14	5	5	11	9
	Child Pedestrians Killed	1	1	1	2	0
C-7	Motorcycle Operators Killed	25	39	18	23	28
	Motorcycle Passengers Killed	2	3	3	2	1
	Moped Operators Killed	0	1	0	0	0
	OHRV Operators Killed	2	2	0	1	1
	Adult Bicyclists Killed	1	2	1	2	0
	Child Bicyclists Killed	0	1	1	1	2
	Total Crashes Reported	39,555	40,885	34,801	37,376	34,705
C-2	Total Injuries Reported (State of NH)	15,585	15,965	13,712	14,726	13,674
	Total VMT (millions) (NHDOT)	14,701	14,649	17,078	17,311	16,790
C-3	NH Fatal Rate/VMT (FARS)	1.26	1.24	.93	.96	1.07
	Rural Fatal Rate/VMT (FARS)	2.00	2.14	1.25	1.77	
	Urban Fatal Rate/VMT (FARS)	.67	.52	.69	.32	
	Alc-Related Deaths/VMT (FARS @ .08)	.38	.40	.34	.25	
C-5	Alcohol-Related Fatalities @ .08 and above (NHTSA)	51	54	46	34	45
	United States Fatal Rate	1.44	1.46	1.42	1.36	1.27
	NH Licensed Drivers	991,799	1,021,305	1,028,636	1,030,095	1,029,804
	NH Registered Vehicles	1,417,595	1,400,713	1,439,081	1,439,306	1,460,415
	NH Registered Motorcycles (FHWA)	66,319	68,879	70,778	75,559	
	Population (NHTSA)	1,294,285	1,303,112	1,311,821	1,315,828	
	Total Occupant Fatalities	126	112	98	87	97
C-4	Unrestrained Occupant Fatalities	84	78	76	61	71
C-6	Speed-Related Fatalities (FARS)	41	56	42	41	40
C-8	Unhelmeted Motorcycle Fatalities	15	34	15	13	18
C-9	Drivers 20 & Under Involved in Fatal Crashes (FARS)	40	26	19	24	23
B-1	Seat Belt Usage (NH Survey)	63.4	58.1	63.5**	63.8**	69.2**

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

\*\* Seat Belt Surveys (2006-2008) conducted by the UNH Survey Center in accordance with NHTSA criteria developed under SAFETEA-LU.

# LEGISLATIVE SUMMARY

HB 34 prohibiting writing a text message while driving. Effective January 1, 2010, “a person operating a moving motor vehicle who writes a text message or uses 2 hands to type on or operate an electronic or telecommunications device, is guilty of a violation. A person does not write a text message when he or she reads, selects, or enters a phone number or name in a wireless communications device for the purpose of making a phone call.” There is a \$100.00 fine for this violation.

HB 99 relative to supervised driving time by persons completing driver education. Effective June 16, 2009, New Hampshire law requires individuals under the age of 18 to complete 40 hours (increased from 20 hours) of supervised driving time under the supervision of a licensed parent or guardian (or a licensed adult over the age of 25 if there is no licensed parent or guardian). At least 20 hours of the additional supervised driving time must be during the period of one-half hour after sunset to one-hour before sunrise.

HB 383 relative to use of passenger restraints by all motor vehicle operators and passengers unless specifically exempt by law. Following considerable discussion by members of the House Transportation and Ways & Means Committees, the House passed the bill with a roll call vote of 169-151. Subsequently, the Senate Transportation & Interstate Cooperation Committee voted and the bill was Laid on the Table.

HB 588 lowering the legal drinking age from 21 to 18 years of age was found Inexpedient to Legislate by the House of Representatives by a voice vote.

SB 113 authorizing the use of electronic enforcement of traffic signal violations was found Inexpedient to Legislate by the Senate by a voice vote.

# NOTEWORTHY PRACTICES

## Partnerships: DUI Mobile Command Van

In federal Fiscal Year 2008, based on the increased number of sobriety checkpoints being conducted along with feedback from the law enforcement community, it was determined there was a need to purchase a fully equipped van to be used as a DUI Mobile Command Post at sobriety checkpoints. Subsequently the DUI Mobile Command Van Committee, a 15-member group of state, county, and local law enforcement personnel and Highway Safety Agency staff, was organized and tasked with researching the vehicle, pieces of equipment, and design that would best meet the needs of law enforcement.

Administrative responsibility for the van (ordering/receiving, maintenance, scheduling, etc.) was assigned to the NH Liquor Commission's Bureau of Enforcement. Utilizing Section 402 (\$398,000.) and Section 410 (\$47,601.12) funds, the fully-equipped DUI Mobile Command Van was delivered to the Bureau of Enforcement on October 29, 2008. The NH Liquor Commission, NH Highway Safety Agency, and members of the Van Committee, as well as legislators, executive councilors, state department heads, and state/county/local law enforcement unveiled the state's "newest weapon in the fight against impaired driving" during a press conference at the State House Plaza on November 13, 2008.

From January 1 to November 5, 2009, the DUI Mobile Command Van was used at a total of 28 sobriety checkpoints throughout the state in 7 of the 10 counties. These checkpoints involved state, county, and local law enforcement agencies, and in some cases cooperative checkpoints were conducted utilizing officers from multiple police departments. For example, the Merrimack County Checkpoint Task Force consists of 6 local and 1 county law enforcement agencies. Using staff from these agencies, they conducted 10 cooperative checkpoints.

During the van's 28 checkpoints the following arrests/actions were made:

- 110 subjects were arrested/processed onboard the DUI-Mobile Command Unit
- 54 of the 110 were arrested for DUI (Alcohol/Drugs)
- 16 arrests for Unlawful Possession/Transportation of a Controlled Drug in a Motor Vehicle
- 13 arrests for Unlawful Possession/Transportation of Alcohol by a Minor
- 5 arrests for Operating After Suspension
- 4 arrests for Open Container in a Motor Vehicle
- 3 arrests for active Electronic Bench Warrants
- 15 placed into Protective Custody
- 2 subjects were given an additional charge of Disorderly Conduct
- 1 subject was charged with Unlawful Possession of Tobacco by a Minor

The mobile command unit is also a public information tool used to educate citizens about the dangers associated with utilizing alcohol and/or drugs and operating a motor vehicle. During the January 1 – November 5, 2009, time frame the van appeared at 64 educational initiatives throughout the state. Educational events included: Special Olympics events; Super Bowl high visibility displays at state liquor stores on Interstates 93 and 95; Cheshire, Hillsborough, and Rockingham County Chiefs of Police Association Meetings; school presentations at Ashland Elementary, Bedford High, Portsmouth High, Moultonborough Academy, Hollis-Brookline High, Merrimack Valley High and Middles schools, Southern New Hampshire University, and the University of New Hampshire; business presentations including Verizon Wireless Arena, Manchester Dunkin Donuts, St. Mary's Bank, Hannaford Grocery stores in Goffstown and Derry, Claremont Home Depot, etc.; Police Standards and Training Academy Recruit Academies; NASCAR race at NH International Speedway; as well as events at local police departments throughout the state, MADD events, youth coalition events, and several traffic safety conferences and meetings.

During its first year of operation the DUI Mobile Command van has enhanced the cooperative efforts and partnerships of state, county, and local law enforcement agencies in conducting sobriety checkpoints and enforcing the state's impaired driving laws. Since sobriety checkpoints require considerable manpower, the majority of law enforcement agencies do not have sufficient staff to conduct checkpoints. However, during Fiscal Year 2009 a number of police departments joined forces to establish regional task forces that enabled them to conduct checkpoints staffed with officers from several departments. A total of 8 task forces were formed representing 31 law enforcement agencies.

# PROGRAM AREA OVERVIEWS GOALS & ACCOMPLISHMENTS

## OCCUPANT RESTRAINTS

### GOALS

To increase the statewide seat belt usage rate for drivers and outboard front seat passengers (vehicles registered in all states) from the 2007 baseline of 63.79 percent and 64.5 percent in 2008 and 65.5 percent in 2009.

### ACCOMPLISHMENTS

The University of New Hampshire Survey Center, in cooperation with NH Highway Safety Agency staff, conducted the annual seat belt use observational survey in June 2009. The survey was conducted utilizing the methodology and design approved by the National Highway Traffic Safety Administration (NHTSA) and in accordance with federal guidelines (23CRF Part 1340—Final Rule for Section 157 Surveys). One hundred-twenty (120) randomly selected sites were observed revealing that 68.9 percent of the drivers and front seat outboard passengers were buckled compared to 63.8 percent in 2007 and 69.2 in 2008.

The 2009 survey also revealed that for New Hampshire registered vehicles 67.6 percent of drivers were buckled compared to 60.5 percent in 2007 and 66.5 percent in 2008 (unweighted) and 66.3 percent of outboard front seat passengers were buckled compared to 60.2 percent in 2007 and 66.6 percent in 2008.

### ACTIVITIES

*Join the New Hampshire Clique.* Section 402 funds supported contracts with 24 local and 3 county law enforcement agencies and the NH State Police. Each department agreed to conduct seven (7) overtime seat belt enforcement patrols in either six-hour, one officer or three-hour, two-person shifts during daylight hours. Patrols were conducted from May 18-31, 2009, in conjunction with the NHTSA “Click It or Ticket” mobilization. Following is a summary of mobilization enforcement activity:

Patrol Hours	# CPS Visual Checks	Child Restraints		Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		*Alcohol-Drug Related Arrests	# Vehicles Stopped
		W	S	W	S	W	S	W	S	W	S		
1416.5	87,345	345	396	432	108	994	270	26	3	80	15	36	3,129

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

A total of \$98,475.72 was obligated to support this statewide effort with 29 law enforcement agencies. When entering into agreements with the NH Highway Safety Agency to conduct these overtime patrols, administrators expected to conduct all patrols called for in the contracts. However, this did not happen because of personnel shortages and the fact that officers did not want to work overtime details.

*CPS Enforcement.* During the five-month period commencing April 24, 2009, the Tilton Police Department conducted 13 overtime three-hour patrols dedicated to enforcing the state’s child passenger safety law. Conducted during daylight hours, patrols resulted in the following activity.

Patrol Hours	# CPS Visual Checks	Child Restraints		Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		*Alcohol-Drug Related Arrests	# Vehicles Stopped
		W	S	W	S	W	S	W	S	W	S		
39.0	554	44	9			67	5			5			146

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

*Media and Materials.* A variety of brochures and safety promotional materials were purchased, and approximately 312,955 pieces were distributed to approximately 141 organizations (state/local law enforcement agencies, schools, driver education programs, safety and health organizations, etc.). (Funds also provided in the following program areas: alcohol in relation to highway safety, police traffic services, and pedestrian/bike safety.)

*Convincer Demonstrations.* The Dover Police Department is responsible for administering the “Convincer” Program in New Hampshire. Dover Police Department officers demonstrated the “Convincer” at 26 locations throughout the State including high schools and colleges, business safety meetings, Old Home Days, and fairs. A total of 351 individuals rode the “Convincer” and conversations were held with approximately 650 individuals.

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

**BUNH Kick Off Event.** The annual “Buckle Up New Hampshire” Week (May 16-24, 2009) activities were kicked off on Saturday, May 16<sup>th</sup> at the Steeplegate Mall in Concord. The “Room to Live” video was played, educational materials were distributed, and Child Passenger Safety Technicians held a car seat check-up event. Hundreds of customers visiting the mall benefited from this educational event.

**“Room to Live” Program.** Although the program was designed to reach younger drivers, it has proven to be effective for all audiences. The program features the “Room to Live” Fox news video (produced in Minneapolis), as well as a video of a rollover crash that shows what happens when an individual is unrestrained. A discussion and overview of the safety features built into vehicles which are designed to keep us safe points out how quickly these safety features are negated when we choose not to buckle up. The “Room to Live” video documents in very real terms that individuals who are restrained in their vehicles during a crash, especially rollover crashes, are very likely to survive, often with minimal injuries. Individuals who are unbelted and thrown from their vehicles are more likely to die or suffer serious injuries. This program was presented at more than 15 high schools around the state in various formats including driver education classes, safety and/or health fairs, and to the full student body of Claremont High School. The smallest presentation was to a group of 8 and the largest to a group of more than 600. In total, about 2,000 students heard the “Room to Live” message.

This program was presented by Howard Hedegard of the Injury Prevention Center and Steve Gratton from the Lovering Family Foundation, a New Hampshire based not-for-profit agency committed to making the driving experience for teens as safe as possible. This program was so well received throughout the state that it will be expanded in FY 2010, and the presenters were invited to share it at the National Association of Women Highway Safety Leaders (NAWHSL) Conference in Savannah, Georgia, with the hopes that it's message would be shared nationally.



**T-Shirt Design Contest.** Each year the BUNH Coalition promotes seat belt use through creative school efforts (contests). This year's contest involved high school students designing a t-shirt that promoted seat belt use with a specific emphasis on the Statewide

Seat Belt Challenge, a competitive and educational experience promoted by the NH Highway Safety Agency each May that involves teams of students from some 35 to 40 high schools. The Coalition received more than 100 design submissions from which 3 finalists were chosen. Each student participating in the seat belt challenge received a t-shirt on which the winning design was printed.

Traffic Safety Conference. The annual Traffic Safety Conference was held in Meredith on April 28, 2009. This conference began as a seat belt related conference and was expanded to include other areas of traffic safety. Attended by approximately 150 highway safety advocates, participants include law enforcement personnel, educators, driver education instructors, health care and day care providers, legislators, and state officials. New Hampshire's new DUI Mobile Command Center was on display throughout the day and Bureau of Liquor Enforcement staff presented a workshop on how the command center is used to minimize the problem of impaired driving. The conference program also included a presentation of the "Room to Live" program, a review of the state's 2008 fatal crash data, an update for child passenger safety technicians, a look at highway safety enforcement best practices, and sessions on making the driving experiences of seniors and teens safer. Also, NH State Prison Inmate Jeremiah Johnson shared his message "Drinking and Driving: Choices vs. Consequences". The key note speaker, Jennifer Field of the J Field Foundation, shared her life-changing crash experiences entitled "A Distant Memory", discussed the challenges she faces as the result of crash related injuries, and challenged all attendees to be at their best when behind the wheel. The evaluation feedback related to the conference was very positive with the majority stating that the conference increased their knowledge of highway safety related issues.

Other BUNH Efforts. Members of the BUNH Coalition began plans for a BUNH web site that will go live during fiscal year 2010.

*Highway Safety Advertising Campaign (PM).* A sixth-year contract enabled the NH Fisher Cats baseball team (a Double-A affiliate of the Toronto Blue Jays) to coordinate seat belt education activities presented during the 2009 home games played at the Fisher Cats Ballpark in Manchester, New Hampshire. The 5' x 30' rotating banner developed in 2004 carrying the "Buckle Up New Hampshire" message was displayed again in 2009. This backlit rotating banner, located in left field, was displayed one hour prior to and during breaks in the action on the field at each of the 71 home games. Shown an average of 28 times per game, this represents approximately 1,988 showings. New this year, an 8' x 32' sign with the "Buckle Up New Hampshire" message was displayed on the rotating, tri-vision concourse sign atop the sports bar at the main concourse. Displayed 20 times/hour during a 20-hour period, the message was viewed by fans attending games and other events held at the field, as well as occupants of an estimated 65,000



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

The NH Highway Safety Agency had a quarter-page advertisement in the 2009 Souvenir Yearbook and the buckle up message was printed on the back of three different fliers handed to fans as they exited the ball park.

During the 2009 season an all-time record of 386,991 fans passed through the stadium gates and were exposed to the various "Buckle Up New Hampshire" messages. This represents an average of 5,608 fans per game, a single game high of 8,903, and 18 standing-room only crowds.

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

Age	18-25 Years 7%	26-35 Years 15.0%	36-45 Years 31.0%	46-55 Years 29.0%	55+ 9.0%
Gender	Female 48.0%	Male 52.0%			



Marital Status	Married 66.0%	Single 20.0%		
How many live in household	1-2 41.0%	3-4 44.0%	5 or more 15.0%	
Annual Income	Under \$40,000 26.0%	\$40,000-\$50,000 35.0%	\$50,000-\$75,000 23.0%	\$75,000-\$100,000 16.0%

At the conclusion of each home game, in connection with the video board message, the public address announcer read the following or (similar) message: “Fans, the Fisher Cats and the NH Highway Safety Agency remind you to buckle up when you get in the car. We hope you enjoyed tonight’s game and hope to see you back at the ballpark again soon. For your safety and the safety of your friends and family, please remember to buckle up when you get into the car.” The Highway Safety Agency advertisement also appeared in an exit handout distributed at the close of each home game.

*Statewide CPS Program.* The NH Child Passenger Safety Program continues to be housed at the Injury Prevention Center at Dartmouth Medical School. Section 402 funds support a full-time CPS coordinator and part-time support staff who administer and coordinate statewide CPS activities including training, public information, child seat checkups, etc. The trickle-down effect of the declining economy impacted program partners and subsequently was felt by the child passenger safety program. A local Buick dealership was unable to continue sponsoring an annual checkup event, and Babies R Us (a long-time partner) reduced the number of events they were able to sponsor. The economy also impacted the Safe Kids Buckle Up (SKBU) program. General Motors (a major sponsor) was unable to provide any funds to coalitions. As a result, SKBU could not provide educational materials. Although they made electronic versions of these materials available, coalitions had to absorb printing costs. Activities included but were not limited to:

Training/Course	Dates	Location	Attendees	# Certified	Professions Represented
NHTSA CPS Technician Course	11/19-22/08	Bedford Safety Center Bedford, NH	17	16	8 law enforcement 2 firefighters 6 other professions
NHTSA CPS Technician Course	05/12-15/09	Police Standards & Training Facility Concord, NH	23	22	7 law enforcement 5 firefighters 1 daycare provider 2 EMS providers 3 hospital staff 4 other professions
CPS Renewal Course	03/13/09	Bedford Safety Center Bedford, NH	10		3 law enforcement 1 firefighter 1 daycare provider 1 hospital staff 4 other professions
CPS Update and Refresher	04/15/09	Police Standards & Training Facility Concord, NH	40		Current certified CPS technicians
CPS Update and Refresher	06/05/09	White Mountain Community College Littleton, NH	8		Current certified CPS technicians

- A variety of car seats and special needs seats, beds, and vests were purchased utilizing funds provided by the Highway Safety Agency and private partners. In the special needs category: a) 59 car beds, car seats for low-birth rate infants, and infant seats were distributed to six (6) hospitals; b) Four (4) vests were provided to one hospital; and c) seven (7) car seats with higher weight harness systems were provided to

one (1) inspection station and four (4) hospitals. In addition, a variety of car seats (122) were purchased and distributed to twelve (12) inspection stations and three (3) health care facilities.

- Currently there are 24 child passenger safety inspection stations throughout the state located in police and fire departments and hospitals.
- During federal Fiscal Year 2009 a total of 16 child seat checkup events were held where 207 seats were checked—of which only 20 were correctly installed. During these events 18 new seats were installed. It is interesting to note that the majority of child passenger safety seat inspections are now being conducted at inspection stations rather than at checkup events. In calendar year 2008, of the 1,933 seats inspected, 1,726, or 89.3 percent, were conducted at inspection stations.
- As of September 30, 2009, a total of 473 technicians have successfully completed the NHTSA-approved training and have been certified. There are currently 161 active technicians in addition to a cadre of 6 instructors.
- The CPS Coordinator and two (2) instructors attended the annual Lifesavers Conference (March 2009) in Nashville, Tennessee. Dedicated to the program, the two (2) instructors covered their costs to attend Lifesavers.

*Seat Belt Rollover Convincer.* During FY 2002 the New Hampshire Police Standards & Training Council (PS&TC) purchased a Rollover Convincer. This educational tool provides an opportunity for participants in the various police training courses to view a rollover in a safe, non-threatening environment. Although funds were allocated for PS&TC to conduct public educational demonstrations during FY 2009, staffing shortages did not allow for any presentations.

*Statewide Seat Belt Challenge.* On May 5, 2009, the NH Highway Safety Agency, in cooperation with the Department of Education, NH Association of Chiefs of Police, NH Police Association, and the Driver Education Teachers' Association, hosted the Sixteenth Annual Safety Belt Challenge. Thirty-three (33) teams representing high schools and driver education programs throughout the state participated. The winning team from Prospect Mountain High in Alton completed the fastest run in 33.32 seconds.



*Seat Belt Use Survey.* For a fourth year the NH Highway Agency contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey using methodology developed in accordance with provisions of SAFETEA-LU and 23 CRF Part 1340 (Uniform Criteria for State Observational Survey of Seat Belt Use). The observational survey was conducted in June 2009 utilizing UNH and NH Highway Safety Agency staff.

Percent of Operator and Front  
Seat Outboard Passengers Buckled

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
63.5%	63.8%	69.2%	68.9%

*Teen Driver Education Program.* Funds were allocated to support a contract with the Safety and Health Council of Northern New England to train instructors in the “Alive at 25” defensive driving courses. However, due to the sagging economy, the Safety Council reduced its personnel and did not have staff to take on this responsibility. Unfortunately, this effort did not move forward.

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

Utilizing the NHTSA “Buckle Up in Your Truck” theme/slogan again this year, IPC partnered with local police, town officials, and citizens in the Town of Newport for a second year to conduct an eight-week long program

consisting of a print media campaign, a series of yard and roadside posters, radio advertising, and pre and post (2) seat belt use surveys.

Results of the town-wide surveys conducted by trained officers of the Newport Police Department revealed:

Date		# of Pickups	# Buckled	% Buckled		Total # Vehicles	# Buckled	% Buckled
2008								
April 30 2008	Pre-Survey	141	37	26%		408	173	42%
June 5, 2008	Post Survey #1	129	66	51%		439	229	52%
August 28, 2008	Post Survey #2	122	67	55%		444	266	60%
2009								
May 13, 2009	Pre-Survey	57	39	68%		199	165	83%
June 23, 2009	Post Survey #1	49	36	74%		197	158	80%
August 5, 2009	Post Survey #2	64	49	77%		199	153	80%

Note: Survey of front seat occupants

In addition, toward the end of the campaign an observational survey was conducted at the local high school. This survey revealed that 86 percent of pickup truck drivers and 67 percent of passengers were belted, while 82 percent of all vehicle drivers and 90% of all vehicle passengers were belted. More of an educational event, this survey included the distribution of water bottles promoting buckling up in your truck. Efforts will be made in the next federal fiscal year to continue a similar program geared at increasing belt use by pickup truck drivers and occupants.

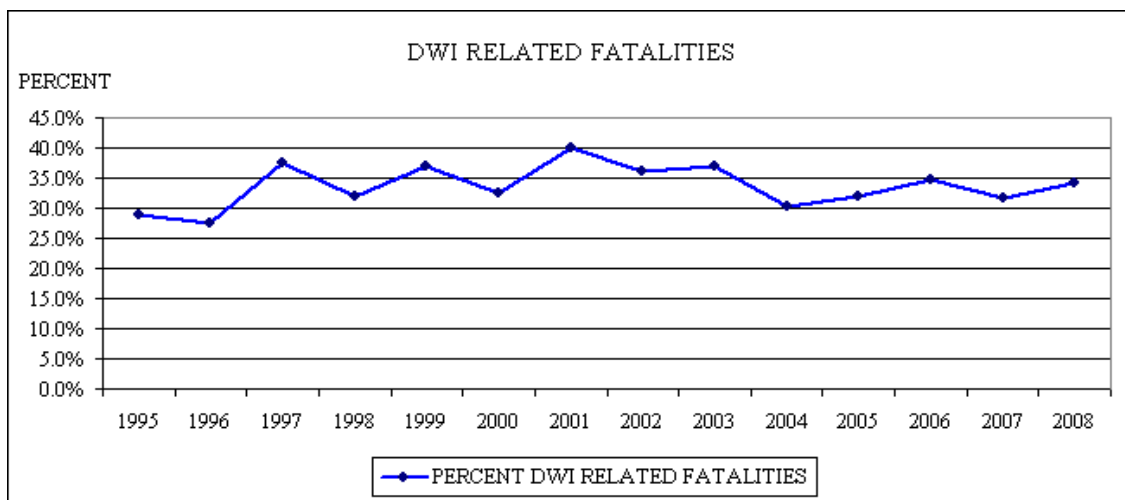
### ALCOHOL IN RELATION TO HIGHWAY SAFETY

#### *GOALS*

To reduce alcohol-related fatalities from 31.8 percent in 2007 to 30.0 percent in the year 2009.

#### *ACCOMPLISHMENTS*

In 2008 there were a total of 138 fatalities, of which 47, or 34.1 percent, were alcohol-related. The number of fatalities and those that are alcohol-related in 2009 are not yet available.



#### *ACTIVITIES*

*New Hampshire Traffic Safety Commission* consists of 15 members appointed by the Governor and Executive Council and authorized by statute to act in an advisory capacity to the state coordinator of highway safety. At the Governor's Highway Safety lunch on November 24, 2008, the Traffic Safety Commission presented two awards to individuals for "Outstanding Service to the Citizens of New Hampshire in the Field of Highway Safety": Colonel George L. Iverson, Retired NH State Police, and Chief Andrew Christi, Retired Hampton Police Department.

*National Drunk and Drugged Driving Awareness Month.* On November 24, 2008, the NH Highway Safety Agency hosted the Governor's Highway Safety Lunch to kick off National Drunk and Drugged Driving Awareness Month and Safe Family Holidays. Approximately 200 law enforcement officers, as well as legislators, members of the judiciary, state officials and highway safety partners were in attendance. On behalf of the State and New Hampshire citizens Governor John Lynch issued a proclamation praising the law enforcement community for their efforts and encouraging them to intensify patrols over the holiday season and throughout the upcoming year.

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

NHTSA Regions I and II hosted a two-day (November 5-6, 2008) Bi-Regional Motorcycle Safety Forum in East Hartford, Connecticut. The forum was attended by Highway Safety Coordinator, Peter Thomson.

The Annual Lifesavers Conference in Nashville, Tennessee, (March 29-April 2, 2009) was attended by Patricia Rainboth, Executive Director, Victims, Inc.

During the year Coordinator Thomson, representing the six Region I states, attended two (2) GHSA Executive Board Meetings (December 10-11, 2008, in Annapolis, Maryland, and June 10-11, 2009, in Baltimore, Maryland).

The Coordinator and Program Manager attended the annual conferences of the National Association of Women Highway Safety Leaders (August 26-29, 2009) and the Governors' Highway Safety Association (August 30-September 2, 2009) in Savannah, Georgia. The program manager completed her two-year term as President of NAWHSL. Funds also covered travel expenses for Howard Hedegard and Steve Gratton who presented the "Room to Live" seat belt education program being offered to high schools throughout New Hampshire.

This year the New Hampshire Operation Lifesaver program hosted the Region I workshop in North Conway, New Hampshire, which the coordinator and program manager attended. The coordinator was a guest speaker at lunch on the first day of the workshop.

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

*Department of Justice Motor Vehicle Homicide Seminar.* On November 24-25-, 2008, the NH Department of Justice hosted the thirteenth Jay McDuffee Motor Vehicle Homicide Seminar attended by 103 full-time officers and local/county/state prosecutors actively involved in the investigation of motor vehicle crashes.

The opening session featured noted speakers John Kwasnoski and Gerald Partridge whose session on "Novel Defenses in Motor Vehicle Homicide Cases" focused on technical reconstruction and novel defense and defense motions that might occur during pre-trial. The afternoon session, presented by Attorney Diana Fenton (TSRP), consisted of a blood draw training in felony-level DWI and negligent homicide cases.

During the morning session of the second day participants chose from a variety of breakout group sessions that included: ALS Hearings, Drug Toxicology, "The Black Box", and CDL Hearings. The last session of the day consisted of a motor vehicle case law update.

*State Police DWI Patrols.* The NH State Police conducted 1,352.5 hours of overtime patrols throughout the state dedicated to removing impaired drivers from the roadways. This includes 63 overtime patrols, representing 376.0 hours that were conducted during the "Drunk Driving. Over the Limit. Under Arrest." NHTSA mobilization (August 21-September 7, 2009) which resulted in 27 DWI arrests.

Alcohol-Related Summonses/Arrests					Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation													
					W	S	W	S	W	S	W	S	W	S			
106	22	29	8	21	559	267	1121	122	37	5	17	6	5	1	80	2210	18,825

*Sobriety Checkpoint Signs.* In order to conduct sobriety checkpoints in New Hampshire, Superior Court approval requires ample signs be set up well in advance of a checkpoint to warn motorists they may be stopped. Since a checkpoint is a “temporary traffic control zone”, signs must meet MUTCD criteria. In FY 2008 ten (10) sets of flexible signs and folding supports were purchased and assigned geographically to law enforcement agencies and to the DUI Mobile Command Van for use at checkpoints throughout the state. In FY 2009 an additional two (2) signs and supports for each of the 10 sites were purchased.

*High School Impaired Driving Program.* During the 2008-09 school year the NH Highway Safety Agency, in cooperation with the NH Liquor Commission and the NH Department of Education, offered a powerful program to high schools in the state to educate young people about drinking and driving. During 29 presentations 6,724 students in 26 high schools heard the testimony of inmate Jeremiah Johnson sentenced to serve a term in the New Hampshire State Prison for negligent homicide. . . the result of alcohol and his decision to drive after drinking. During his presentation Jeremiah speaks about events in his life that led to a tragic day in October 2004 when he created a new identity for himself . . . but not the one he had been searching for.

*DRE Program Administration.* The Bureau of Enforcement, NH Liquor Commission, hired a part-time person to coordinate/administer the state’s Drug Recognition Expert (DRE) program in accordance with an agreement with NH Police Standards and Training (the state agency officially responsible for the DRE program). On February 6, 2009, William Quigley assumed the position as New Hampshire’s Drug Evaluation and Classification Program (DECP) coordinator. In 1991 NH State Police Trooper Quigley attended New Hampshire’s first DRE school and became a certified instructor in 1992. He has been active in the DRE program since that time with responsibilities increasing to DRE School Course Manager to DRE State Coordinator. During the fiscal year the following trainings were conducted:

School/Training	Dates	Location	Enrolled/Completed	Certified	Instructional Staff
HGN/SFST	2/09-11/09	Concord PSTC In-Service	20/20	N/A	3
HGN/SFST	3/23-25/09	Concord PSTC F/T Academy	50/50	N/A	5
HGN/SFST	4/14-16/09	Concord PSTC In-Service	14/14	N/A	3
A.R.I.D.E.	4/22-23/09	Portsmouth	28/28	28	6
DRE Pre-School	5/11-12/09	Concord	10/10	10	14
DRE School	5/13-21/09	Concord	10/10	9	14
HGN/SFST	7/13-15/09	Concord PSTC F/T Academy	40/40	N/A	5
DRE Pre-School	8/17-18/09	Rindge	13/13	13	14
DRE School	8/19-27/09	Rindge	13/13	11	14
A.R.I.D.E.	9/23-24/09	Laconia	20/20	20	6

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

As of September 30, 2009, New Hampshire has 23 DRE instructors and 97 certified DRE’s representing 45 law enforcement agencies. There are certified DREs in each of the State’s ten counties.

## POLICE TRAFFIC SERVICES

### GOALS

To decrease the number of crashes resulting in incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2004-2007) of 122 to 115 in 2008 and 110 by the year 2009.

To decrease the number of crashes resulting in a non-incapacitating injury where illegal/unsafe speed was a contributing factor from the four-year average (2004-2007) of 950 to 800 in 2008 and 785 by the year 2009.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2004-2007) of 59.5 to 57 in 2008 and 54 by the year 2009.

To decrease the number of fatal crashes where speed was the primary cause from 15 in 2007 to 13 in 2008 and 11 in 2009.

### ACCOMPLISHMENTS

In the four-year period (2004-2007) motor vehicle crashes resulting in incapacitating injury where illegal/unsafe speed was a contributing factor averaged 122/year. This decreased to 98 in 2008.

In the four-year period (2004-2007) crashes resulting in non-incapacitating injury where illegal/unsafe speed was a contributing factor averaged 950/year. This decreased to 663 in 2008.

For the same four-year period (2004-2007) the number of fatal crashes occurring June through September averaged 59.5 and increased to 71 in 2008.

In 2008 speed was the primary cause of 17 fatal crashes claiming 19 lives.

The number of crashes resulting in non-incapacitating injuries decreased, as did the number of licensed drivers in New Hampshire and the million vehicle miles traveled.

	2003	2004	2005	2006	2007	2008
NH Licensed Drivers	979,316	991,799	1,025,782	1,028,636	1,030,095	1,029,804
Travel In MVM	14,251	14,701	14,649	17,078	17,311	16,790

### ACTIVITIES

*State Police Enforcement Patrol.* The NH State Police conducted overtime patrols in areas throughout the state where speed has been identified as a primary problem, including exclusive patrols along the southern end of Interstate 89 (commencing at Exit 2) and along Routes 16 and 125 in Strafford and Rockingham Counties. Commencing mid-December 2008, overtime enforcement patrols resulted in the following actions:

Enforcement Areas	Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
		W	S	W	S	W	S	W	S	W	S			
Statewide	1098.5	1648	2318	314	136	51	3	3	1	2	14	40	4465	3109
Interstate 89	181.0	221	536	73	24	4		1	1	80	23	14	836	781
Rtes 125 & 16	300.0	320	544	224	64	16		4	1	3	2	11	1065	735
<b>TOTALS</b>	<b>1579.5</b>	<b>2189</b>	<b>3398</b>	<b>611</b>	<b>224</b>	<b>71</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>85</b>	<b>39</b>	<b>65</b>	<b>6366</b>	<b>4625</b>

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

*Local Police Enforcement.* Sixty-one (61) local/county law enforcement agencies conducted overtime enforcement patrols during those times when speed and related violations are most prevalent (morning and afternoon commute hours, weekends during the recreational and tourist seasons, holidays, etc.). Dedicated overtime enforcement resulted in the following activity:

Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
4496.0	8346	1675	2204	486	145	25	281	56	36	16	115	12,583	1974

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

Police agencies in Alexandria, Allenstown, Antrim, Barrington, Belmont, Bennington, Berlin, Bradford, Bristol, Canaan, Candia, Carroll, Center Harbor, Chester, Concord, Conway, Croydon, Deering, Dover, Effingham, Enfield, Goshen, Greenland, Hinsdale, Laconia, Lee, Lisbon, Loudon, Lyme, Manchester, Mason, Meredith, Merrimack, Middleton, Mont Vernon, Moultonborough, Nashua, New London, Newfields, Newmarket, Newport, Northfield, Orford, Plaistow, Plymouth, Portsmouth, Richmond, Rindge, Rockingham County, Rumney, Rye, Salem, Somersworth, Sullivan County, Sutton, Swanzey, Tilton, UNH, Washington, Weare, and Wolfeboro participated in these overtime enforcement patrols that averaged a speed summons every 2.68 hours.

During the 15-week period commencing June 1 and ending September 15, 2009, saturated overtime enforcement patrols involving multiple police agencies along 7 major travel corridors were conducted throughout the state. The 32 local/county police departments participating conducted patrols that yielded the following results:

Corridor	Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol-Drug Related Arrests	# Vehicles Stopped	# CPS Visual Checks
		W	S	W	S	W	S	W	S	W	S			
Routes 4/28	328	665	107	82	23							4	939	605
Routes 202 & 9	234	646	91	37	16			1		1		5	803	448
Route 16 South	348	1131	191	15	4			8			2	2	1438	941
Route 101 West	638	985	238	391	94	26	7	9	9		1	13	1658	938
Route 101 East	291.5	219	252	287	59	5	3	6	4	4	1	4	725	2225
Routes 10/11/12/103	264	317	32	76	14	4		7			1	2	429	749
Routes 11 & 28	338	418	99	166	17	10	2	17		1	1	2	689	431
TOTALS	2441.5	4381	1010	1054	227	45	12	48	13	6	6	32	6681	6337

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

*Additional Radar.* Funding assisted 15 law enforcement agencies in the purchase of a total of 34 speed-measuring devices.

Radar	Laser Radar	SMART Radar Trailer
Claremont Dover Merrimack Nashua (5) Sandown Winchester (2)	State Police (12) Alton Dublin Portsmouth Tilton	Berlin Dover Lee Marlborough Portsmouth Tilton Wentworth

*Computer Equipment/Software.* Financial assistance enabled the Moultonborough Police Department and Cheshire County Sheriffs Department to each purchase and install two (2) tough book laptop computers in four (4) front line cruisers. Enabling officers to complete paperwork while in the cruiser results in increased productivity, efficiency and more time on the street enforcing rules of the road. The Candia, Croydon, Goshen,

Plainfield, and Sutton Police Departments purchased traffic records management software that enables officers to record and track motor vehicle enforcement activity during roadside stops.

*Motorcycles.* Funding assistance enabled three (3) local police departments (Hebron, Somersworth and Tilton) to lease a police motorcycle for the six-month period April through September for use in congested areas where it is difficult for normal enforcement efforts utilizing cruisers.

*TAR Equipment.* Federal funds provided to the Conway and Newport Police Departments assisted in the purchase of a variety of equipment to allow TAR teams and officers to quickly, efficiently, and correctly investigate motor vehicle crashes at the scene. These crash investigation tools are used for evidence collection and improved courtroom presentations.

*Tire Deflation Devices.* Four (4) sets of tire deflation devices were purchased by three (3) law enforcement agencies to be used to safely deflate and terminate police pursuits of fleeing vehicles. The following departments purchased these devices: Amherst (1), Farmington (1), and Moultonborough (2).

*Red Light Running Enforcement.* Nine (9) police departments (Bedford, Berlin, Dover, Londonderry, Manchester, Nashua, Plaistow, Portsmouth, and Salem) conducted overtime enforcement dedicated to traffic light/stop sign and other motor vehicle violations.

Patrol Hours	Red Light Running		Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
740.0	96	22	396	115	31	10	610	304	14	3	21	1436	2064

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

*School Bus Enforcement Patrols.* The Manchester Police Department conducted overtime patrols along school bus routes and in school zones during the morning and afternoon hours when students are transported to and from school.

Patrol Hours	Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
90.0	31	29	72	34	0	2	12	11	4	2	1	178	618

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

*DOS Prosecuting Paralegal.* In May 2007 the Prosecution Unit within the Department of Safety hired an additional paralegal to provide prosecutorial support for the unit's five attorneys. During the first nine months of 2009 the paralegal assisted in opening approximately 109 files per month, submitted discovery, processed correspondence and pleadings to meet sensitive deadlines, created/maintained databases to monitor case activity and dispositions, and assisted attorneys in reviewing cases, and identifying and collecting investigative data and research for trials.

## TRAFFIC RECORDS

### *GOALS*

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



## ACCOMPLISHMENTS

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

## ACTIVITIES

*Fatal Accident Reporting System.* This task, in conjunction with other NHTSA funds, continued to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. On July 31, 2008, the long-time FARS employee retired from state service, and the new FARS analyst was hired on March 13, 2009.

### *Highway Safety Computerization*

In order to maintain the integrity of statistical and financial records and reports created by the NH Highway Safety Agency, the Agency contracted with a state-approved vendor to repair and enhance the Highway Safety Agency's MS Access Grants Management (NHGIS) database. NHGIS integrates contract processing, financial grant management, federal and state equipment inventory, etc.

*Section 408 State Traffic Safety Information System Improvement Grant.* In 2007 the NH Highway Safety Agency submitted the state's first-year application for a Section 408 traffic safety grant. On September 12, 2007, a \$300,000.00 grant was awarded to the state to support effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the state's data used to identify priorities for state and local highway safety programs. In accordance with Year 2 grant criteria, a Traffic Records Assessment was conducted. The Agency submitted its' second and third-year applications and was subsequently awarded an additional \$500,000.00 per year for a total Section 408 award of \$1,300,000.00. During FY 2009 Section 408 funds supported the following efforts to improve traffic records in the state.

*Crash Reporting Management System.* The NH Department of Safety's (DOS) Crash Record Management System (CRMS) Phase II was initiated to accomplish six work efforts prior to statewide implementation: 1) administer and secure user access to the state's IT infrastructure, 2) streamline data capture capabilities, 3) develop legacy data support, 4) provide output and reports, 5) conduct needs assessments, and 6) develop a citizen self-service crash form. The University of New Hampshire's Research Computing Center (UNH-RCC) was selected to complete the efforts. UNH-RCC completed and implemented the effort to administer and secure user access to the state's IT infrastructure within the DOS IT test environment. With the completion of this effort, DOS will conduct a pilot system implementation and user testing in early 2010. UNH-RCC also completed work to enhance and streamline data capture capabilities that include field driver license and registration scanning, web-enabled driver license and registration look ups from DOS Municipal Agent Automation Project (MAAP), and Graphical User Interface (GUI) enhancements to reduce data entry key strokes by providing default data elements based on login and system information. UNH-RCC has begun preliminary planning on the remaining efforts, and DOS is working closely with UNH-RCC and the state's Department of Information Technology (DoIT) to develop a statewide implementation plan and training.

*Section 408 NHTSA Application.* The NH Department of Transportation contracted with Ledge Light Technologies, Inc., who developed the state's Section 408 Year 3 grant application in accordance with the federal criteria of Section 408, Title 23 of SAFETEA-LU for "successive year grant". The contractor updated the Traffic Records Strategic Plan, prepared the progress report, and organized meetings of the Traffic Records Coordinating Committee. The application was submitted to NHTSA and subsequently the state was awarded \$500,000.00.

*TEMSIS Improvements.* The Division of Fire Standards and Training and Emergency Medical Services (FSTEMS) establish the Trauma and EMS Information System (TEMSIS) in 2005. Progressive use of the TEMSIS system led to growing appreciation of the merits of the system by EMS services and agencies throughout the state and generated feedback used to improve the system. Ongoing improvements were implemented within the limits of the original software program; however, the original technology became a barrier to progress. There was a need to modify the format and flow of records within the TEMSIS system, and the user's ability to improve data entry time and quality. FSTEMS contracted with Image Trend, Inc. (the vendor also providing the software for TEMSIS) to substantially upgrade the programming for the TEMSIS system improving format and flow. This upgrade required a complete change to new user interface software in order to address the needs of creating a user friendly and flexible system for state EMS staff while integrating more automation into the run form itself for the end users. Benefits and effects on EMS Providers and Local

Hospitals: The TEMSIS database itself remains web-based and stored on the servers maintained by Image Trend. Previously all elements of an active run form were held on the web server, not the user's computer. This led to frequent loss of entered data, server slow-downs, and a myriad of other issues that were increasing as more users came into the system. The improved navigation within the form is now very quick and smooth and only requires a save if trying to navigate away from the patient care record. For those with limited band-width, which is a majority of the state, this is a significant safety net. Additionally, and more importantly, the system flow and flexibility decreases the time it takes for a provider to complete a patient care record and present that to the hospital for continuity of patient care and inclusion within a patient's medical record. The flow of the document also enhances the performance of the provider's data entry, therefore, supplying New Hampshire and NEMSIS with better data quality for research and evaluation. This also benefits the state's EMS staff by the gradual improvement in data quality which will provide more significant evidence to inform standards of care and EMS practice. The more reliable evidence there is available, the easier it will become to promote the profession of EMS in the future.

## **EMERGENCY MEDICAL SERVICES**

### *GOALS*

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

### *ACTIVITIES*

*Extrication Equipment.* Fire departments in the Towns of Allenstown, Conway, Goffstown, Lancaster, and Newport were provided assistance in the purchase of extrication tools and related equipment critical to the removal of victims from vehicles involved in car crashes.

## **PROGRAM MANAGEMENT**

### *GOALS*

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

### *ACCOMPLISHMENTS*

The Highway Safety Agency reviewed and evaluated the 2009 Strategic Action Plan, analyzed all available traffic records data and identified highway safety problems, implemented state and local projects designed to solve these problems, monitored and evaluated current projects, audited completed projects, and developed the 2010 Strategic Action Plan.

Serving as New England's regional representative to the Governors Highway Safety Association, the Coordinator attended two executive board meetings (December 10-11, 2008, in Annapolis, Maryland, and June 10-11, 2009, in Baltimore, Maryland). Funds also covered the Agency's Annual membership dues to the Governor's Highway Safety Association.

## **PEDESTRIAN AND BICYCLE SAFETY**

### *GOALS*

To reduce the number of pedestrian fatalities from 13 in 2007 to 10 in 2008 and 7 in 2009.

To have no bicyclist fatalities through the year 2009 but not to exceed one bicycle fatality.

### *ACCOMPLISHMENTS*

Although pedestrian fatalities numbered 13 in 2007, the number decreased to 9 in 2008 and 8 in 2009 (as of December 21).

Bicycle fatalities decreased from 3 in 2007 to 2 in 2008, and 1 in 2009 (as of December 21).

**ACTIVITIES**

*Bicycle Safety Helmet Program.* The NH Highway Safety Agency purchased 800 multi-sport helmets that were awarded to agencies conducting bicycle safety programs. Utilizing helmets available from the prior fiscal year, the Agency distributed 803 helmets to 33 local police departments in Allenstown, Alstead, Alton, Bartlett, Belmont, Candia, Charlestown, Conway, Coos County, Croydon, Gilford, Grantham, Haverhill, Hebron, Lancaster, Littleton, Manchester, Marlborough, Mason, Moultonborough, Newfields, Newport, Pittsfield, Plymouth, Rochester, Salem, Somersworth, Sullivan County, Swanzey, Tamworth, Tilton, Troy, and Wolfeboro.

*Pedestrian/Bicycle Enforcement Patrols.* Officers from seven (7) police departments (Berlin, Claremont, Concord, Conway, Dover, Nashua, and Portsmouth Police Departments) conducted overtime pedestrian or bicycle enforcement patrols resulting in the following:

Patrol Hours	Other (Pedestrian, Bicycle, etc.)		Speeding		Other Motor Vehicle Violations		Red Light Running		Child Restraint		*Alcohol/Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S			
470.0	392	30	16	2	356	112	76	10	8	6	12	631	2852

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

**MOTORCYCLE SAFETY**

**GOALS**

To reduce the number of motorcycle fatalities (operators and passengers) from the four-year average (2004-2007) of 29 to 25 in 2008 and 21 in 2009.

To increase the awareness of the state’s motorcycling public on the value of wearing helmets and the hazards of drinking alcohol and then driving or riding on a motorcycle.

**ACCOMPLISHMENTS**

The number of motorcycle fatalities (operators and passengers) increased from 25 in 2007 to 29 in 2008. However, in 2009 the number decreased to 21 (as of December 21).

**ACTIVITIES**

*Motorcycle Awareness Month Activities.* As a result of the December 2004 NHTSA Motorcycle Safety Forum in Lake George, New York, the NH Motorcycle Safety and Awareness Task Force was established. Chaired by the NH Highway Safety Coordinator, membership includes a state Senator and Representative, a representative of the NH Division of Motor Vehicles Motorcycle Training Unit; Motorcycle Operator Safety Training (MOST); Laconia-Harley-Davidson; NH Department of Transportation; Concord Police Department; and the NH Highway Safety Agency Program Manager.

Motorcycle fatalities have fluctuated in New Hampshire in recent years (2003-9; 2004-27; 2005-42; 2006-21; 2007-25; 2008-29). In an attempt to reduce motorcycle fatalities, the Task Force developed a campaign designed to reduce deaths and injuries involving motorcyclists. In addition to promoting the various motorcycle rider courses offered by the state and its vendors, public service announcements were aired on radio stations throughout the state (see paid media report later in this document).

Coordinator Peter Thomson attended the NHTSA Bi-Regional Motorcycle Forum in Hartford, Connecticut, November 5-6, 2008, and provided an update on New Hampshire’s motorcycle programs.

*Motorcycle Safety Training and Awareness (Section 2010).* During federal Fiscal Years 2006, 2007, 2008, and 2009, the NH Highway Safety Agency applied for and received a total of \$400,000.00 (\$100,000.00/year) in Section 2010 funds to support motorcycle safety training and awareness programs. Utilizing Section 2010 funds,

269 helmets and 20 motorcycles were purchased for use by the NH Motorcycle Rider Training Program for use during the Basic Rider Courses offered throughout the state.

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

### **PUPIL TRANSPORTATION**

#### *GOALS*

To continue work with those interested in improving the safety of pupil transportation.

#### *ACTIVITIES*

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

### **COMMUNITY TRAFFIC SAFETY PROGRAMS/SAFE COMMUNITIES**

#### *GOALS*

To provide assistance for local officers to present programs on occupant protection, pedestrian/bicycle safety, school bus safety, impaired driving, bicycle patrols, and the development of public information to promote highway safety at the local level.

#### *ACTIVITIES*

Although no funds were expended for either Community Traffic Safety Programs or Safe Communities during FY 2009, efforts at the local level continue in the Town of Derry and the City of Concord. Federal highway safety funds provided multi-year funding to both of these communities and enabled them to establish active, on-going, and self-sufficient safe community programs.

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

### **ROADWAY SAFETY/FHWA**

#### *GOALS*

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

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

#### *ACTIVITIES*

*Operation Lifesaver (OPL).* Through a contract with the Safety and Health Council of Northern New England, funds were used to promote safety at railway crossings. A component of the program is distribution of materials with the Operation Lifesaver message. Materials purchased include handouts (i.e. lapel pins, rulers, litter bags,

brochures, pens, key tags, activity books, etc.). Educational programs continue to be presented in schools and for law enforcement and district court judges on laws that impact the safe operation of the rail and AMTRAK system.

Railroad safety education was enhanced as four (4) television screens were purchased and installed in the bulkheads of a restored 1935 "Flying Yankee", three-car, articulated diesel/electric passenger train located in Lincoln, New Hampshire. Annually an estimated 2,000 people attending open houses, bus tours and school field trips pass through this train and view Operation Lifesaver educational programs on videos/CD's.

New Hampshire hosted the three-day (September 9-11, 2009) Operation Lifesaver Region I Workshop in North Conway. Section 402 funds covered the Awards Luncheon and keynote speaker's expenses. Helen Sramek, National Operation Lifesaver President, welcomed approximately 100 attendees from throughout Region I who benefited from a variety of workshops.

**SECTION 410 – DRUNK DRIVING PREVENTION PROGRAMS**

*GOALS*

New Hampshire will use the prior year Section 410 Incentive Grant funds to direct efforts toward additional enforcement that will concentrate on overtime alcohol patrols conducted by State, local, and county law enforcement agencies. Additionally, the efforts of local, county, and State Police will be coordinated to conduct DWI Patrols and Sobriety Checkpoints throughout the state. The state’s in-cruiser video program will be continued, attendance at appropriate conferences will be supported, and funds will continue the services of a full-time Traffic Safety Research Prosecutor within the NH Department of Justice.

*ACTIVITIES*

*Video Equipment.* Ten (10) law enforcement agencies were assisted with the purchase of 23 in-cruiser video systems. Funding was provided to police departments in: Ashland, Chesterfield, Grantham (3), Hinsdale, Lebanon (10), Madison (2), Mason (2), Sutton, Thornton, and Wilton. In addition, assistance was provided to the Littleton and New Durham Police Departments for the purchase of video recording equipment for their booking rooms.

*Local/County Police –Overtime DWI Enforcement.* Fifty-three (53) local law enforcement agencies conducted a total of 3,277.0 hours of overtime patrols that resulted in the following:

Alcohol-Related Arrests					Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S	W	S	W	S	W	S	W	S			
143	77	27	41	64	1594	212	2548	162	178	44	176	31	19	5	125	4723	4428

Law enforcement agencies in the following towns and county conducted overtime DWI patrols: Allenstown, Alton, Auburn, Barrington, Belmont, Bennington, Berlin, Bow, Bristol, Canaan, Carroll, Chester, Claremont, Concord, Conway, Deering, Dover, Dublin, Epsom, Gorham, Goshen, Greenland, Henniker, Hillsborough, Hinsdale, Laconia, Lee, Lisbon, Manchester, Meredith, Merrimack, Nashua, New Durham, New London, Newfields, Pembroke, Pittsfield, Plaistow, Plymouth, Portsmouth, Richmond, Rindge, Rochester, Salem, Somersworth, Strafford, Swanzey, Troy, UNH, Wakefield, Weare, Wilton, Wolfeboro. Contracts with some of these departments supported patrols conducted during NHTSA’s “Drunk Driving. Over the Limit. Under Arrest.” mobilization period.

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

	2005	2006	2007	2008	2009
# Police Agencies Conducting Checkpoints	8	16	17	30	39
# Checkpoints Conducted	13	32	49	50	67

Since sobriety checkpoints require considerable staff, thirty-five law enforcement agencies regionalized efforts by forming nine task forces with the goal of conducting cooperative, small-scale checkpoints.

Task Force	# Law Enforcement Agencies	# of Checkpoints
Merrimack County	7	14
Lake Sunapee	4	5
Coos County	3	2
Upper Valley	4	6
Carroll County	3	1
Exit 20	4	4
Lakes Region	4	3
Routes 202 & 9	2	2

Small-scale checkpoints were also conducted by the following law enforcement agencies: NH State Police (6), Auburn (4), Bedford (2), Conway (2), Londonderry, Manchester (8), Nashua (2), and Portsmouth (5). Federal funds supported a maximum of eight officers/troopers per checkpoint that included one safety officer and one officer-in-charge. A total of 2,582.50 overtime hours resulted in the following:

Alcohol-Related Arrests					Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		PBT Used	Vehicles Stopped	CPS Visual Checks
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	W	S	W	S	W	S	W	S	W	S			
94	20	19	36	34	1659	2331	938	208	52	16	4	1	2	18	106	13,950	6955

Contracts with some of these departments supported patrols conducted during NHTSA's "Drunk Driving. Over the Limit. Under Arrest." mobilization period.

*Sobriety Checkpoint Training.* The Highway Safety Agency, in cooperation with NH Police Standards and Training and the Department of Justice, conducted a training on "Sobriety Checkpoints for Supervisors". This four-hour block of instruction is designed for agency supervisors responsible for planning, requesting, supervising, and reporting on the utilization of a sobriety checkpoint within their jurisdiction as authorized under RSA 265:1-a. Held on April 1, 2009, at Police Standards and Training approximately 14 law enforcement officers completed the training.

*Statewide DWI Hunter Patrols/Sobriety Checkpoints.* On three weekends (June 12-13, July 24-25, and August 21-22, 2009) DWI patrols combined with sobriety checkpoints were conducted throughout the state. Officers representing 60 local police departments, 4 county sheriff's departments, and the NH State Police conducted 2,669.5 hours of overtime dedicated to removing impaired drivers from the roadways. The following chart reveals the overall results of the "DWI Hunter" enforcement campaign.

DWI Hunter Enforcement Periods	DWI Arrests	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Speeding Warning/Summonses	Child Restraint	PBT USED	# Vehicles Stopped	# CPS Visual Checks	
June 12-13, 2009	55	20	8	7	6	363	73	70	19	2008	1629
July 24-25, 2009	44	27	12	6	8	353	39	5	13	1993	1668
NHTSA "Drunk Driving. Over the Limit. Under Arrest." Mobilization (August 21-September 7, 2009)											
August 21-22, 2009	28	26	3	4	10	258	32	0	34	1251	803

*“Last Drink Survey”*. The NH Liquor Commission’s Bureau of Enforcement developed a “Last Drink” survey used at sobriety checkpoints to identify the location of the establishment where motor vehicle operators apprehended for driving under the influence had consumed their last drink. A total of 252 surveys were conducted at thirty-two (32) sobriety checkpoints throughout the state. Of the 252 people surveyed, 56 were arrested for DUI. Of the 56 people arrested, seven (7) refused to provide the location where they had consumed their last drink, 18 reported they had been drinking at locations such as a private residence or other non-licensed public places, and 31 reported they had consumed their last drink at a liquor licensed establishment. This number represents 55 percent of the people arrested for DUI during the grant period. Data collected provides valuable information about the relationship between DUI arrests and licensee serving practices. This, in turn, points to the need to educate licensees on serving alcohol and possible results of over serving.

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

The TSRP assisted in sobriety checkpoint trainings; administered the two-day Motor Vehicle Homicide Seminar; attended the one-day training for first responders to a death or homicide scene; conducted felony blood draw trainings; participated in sobriety checkpoints; taught general criminal statutes at the Police Academy; published the quarterly TSRP newsletter, “One for the Road”; and continued to serve as a resource for police and prosecutors.



### NHTSA MOBILIZATIONS – SUMMARY

“Join the New Hampshire Clique” and NHTSA “Click It or Ticket” May 18-31, 2009														
Patrol Hours	Child Restraints		Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		*Alcohol-Drug Related Arrests	# of Vehicles Stopped	# CPS Visual Checks	
	W	S	W	S	W	S	W	S	W	S				
1416.5	345	399	432	108	994	275	26	3	80	15	22	3129	87,345	

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

“Drunk Driving. Over the Limit. Under Arrest.” Mobilization August 21-September 7, 2009																	
Patrol Hours	Alcohol-Related Arrests					Speeding		Other Motor Vehicle Violations		Other (Pedestrian, Bicycle, etc.)		Red Light Running		Child Restraint		Vehicles Stopped	CPS Visual Checks
	DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation												
						W	S	W	S	W	S	W	S	W	S		
2032	83	65	13	16	22	857	164	847	76	59	5	67	4	2	3	3849	2247

During Federal FY 2009 the NH Highway Safety Agency funded DWI-related overtime patrols with state, county, and local law enforcement agencies throughout the state. These efforts included DWI patrols, sobriety checkpoints, and statewide DWI Hunter Patrols. The above table summarizes enforcement that occurred during the NHTSA “Drunk Driving. Over the Limit. Under Arrest.” mobilization (August 21-September 7, 2009).

PAID MEDIA SUMMARY

Section 402 Funds

*Occupant Protection.* During Fiscal Year 2009 the NH Highway Safety Agency expended \$30,550.00 in Section 402 funds for a sixth-year contract with the NH Fisher Cats baseball team (a Double-A affiliate of the Toronto Bluejays) to coordinate seat belt education activities presented during the 2009 home games played at the Fisher Cats Ballpark in Manchester, New Hampshire. The 5' x 30' rotating banner developed in 2004 carrying the "Buckle Up New Hampshire" message was displayed again in 2009. This backlit rotating banner, located in left field, was displayed one hour prior to and during breaks in the action on the field at each of the 71 home games. Shown an average of 28 times per game, this represents approximately 1,988 showings. New this year, an 8' x 32' sign with the "Buckle Up New Hampshire" message was displayed on the rotating, tri-vision concourse sign atop the sports bar at the main concourse. Displayed 20 times/hour during a 20-hour period, the message was viewed by fans attending games and other events held at the field, as well as occupants of an estimated 65,000 vehicles that travel Interstate 293 on a daily basis. In addition, a highway safety trivia contest or a musical chair buckle up race where rows of fans race against each other to buckle a giant seat belt were featured during one between inning period at each home game. Pre and post game NH Highway Safety Agency seat belt educational commercials were run on the video board featuring Fisher Cats pitcher Zach Dials who urged fans to buckle their seat belts and get home safely.

The NH Highway Safety Agency had a quarter-page advertisement in the 2009 Souvenir Yearbook and the buckle up message was printed on the back of three different fliers handed to fans as they exited the ball park.

During the 2009 season an all-time record of 386,991 fans passed through the stadium gates and were exposed to the various "Buckle Up New Hampshire" messages. This represents an average of 5,608 fans per game. A single game high of 8,903, and 18 standing-room only crowds.

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

Age	18-25 Years 7%	26-35 Years 15.0%	36-45 Years 31.0%	46-55 Years 29.0%	55+ 9.0%
Gender	Female 48.0%	Male 52.0%			
Marital Status	Married 66.0%	Single 20.0%			
How many live in household	1-2 41.0%	3-4 44.0%	5 or more 15.0%		
Annual Income	Under \$40,000 26.0%	\$40,000-\$50,000 35.0%	\$50,000-\$75,000 23.0%	\$75,000-\$100,000 16.0%	

At the conclusion of each home game, in connection with the video board message, the public address announcer read the following or (similar) message: "Fans, the Fisher Cats and the NH Highway Safety Agency remind you to buckle up when you get in the car. We hope you enjoyed tonight's game and hope to see you back at the ballpark again soon. For your safety and the safety of your friends and family, please remember to buckle up when you get into the car." The Highway Safety Agency advertisement also appeared in an exit handout distributed at the close of each home game.

*Media Broadcast Campaign.* The NH Highway Safety Agency contracted with the New Hampshire Broadcaster's Association (NHAB) to develop and air radio announcements to increase public awareness focusing on highway safety-related issues including motorcycle safety, occupant protection, impaired driving, speed, distracted driving, pedestrian/bicycle/school bus safety, and moose safety along the roadways. A total of seven (7) public service announcements were aired for a total of 15 weeks on the 25-30 member stations located throughout the state and accessible by approximately 1,315,000 New Hampshire residents plus visitors to the state. Stations represent a

wide range of radio formats including adult contemporary, country, rock, and talk. For a broadcast cost of \$88,400. This media campaign yielded an approximate 4:1 advertising return of \$353,600. Stations aired spots a total of 10,085 times.

Broadcast Dates	Campaign Subject	# Weeks	Airings
October 20-26, 2008	Watch Out For Moose	1	584
November 24-30, 2008	Thanksgiving/Safe Family Holidays (Buzzed Driving)	1	138
December 15-28, 2008	New Year's (Buzzed Driving)	2	841
January 26-February 1, 2009	Super Bowl (Impaired Driving)	1	869
April 27-May 3, 2009	Watch Out For Moose	1	650
May 11-31, 2009	Seat Belts – NHTSA Mobilization	3	2,130
June 8-21, 2009	Motorcycle Safety	2	1,397
June 29-July 5, 2009	July Fourth (Speed/Distraction/belts/booze, etc)	1	736
August 17-23, 2009	Pedestrian/Bicycle Safety (Schools Open)	1	907
August 24-September 6, 2009	Labor Day – NHTSA Mobilization (speed/distraction/belts/booze, etc.)	2	1,833
Total		15	10,085

## **SECTION 163 FUNDS**

### Federal Fiscal Year 1998

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

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

### Federal Fiscal Year 1999

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

### Federal Fiscal Year 2000

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

### Federal Fiscal Year 2001

New Hampshire received \$667,927.00 in Section 163 funds that was used to support the following initiatives: Purchase of preliminary breath testing (PBT) devices and training for law enforcement agencies throughout the state. During the 2001 legislative session RSA 265:92-a was amended to allow police officers to administer preliminary breath tests in the field to determine probable cause for arresting an impaired driver. Working with the Public Health Laboratory and the NH Police Standards & Training Council (PS&TC), guidelines and specifications were developed for the bulk purchase of a quantity of PBT devices to be awarded to local, county, and state law enforcement agencies. In December 2003, a total of 894 PBT devices and related equipment were purchased and distributed through a training process, to law enforcement agencies throughout the state. In FY 2008 PS&TC purchased an additional 354 PBTs that have been distributed to law enforcement agencies that did not have the devices or needed additional units.

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

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

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

#### Federal Fiscal Year 2002

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

#### Federal Fiscal Year 2003

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

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

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

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

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

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

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

#### Federal Fiscal Year 2004

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

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

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

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

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

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

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

#### Federal Fiscal Year 2005

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

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

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

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

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

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

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

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

# FISCAL OVERVIEW

Type of Funds	Federal Funds Expended	Total Federal Funds Expended
Section 402 Funds		
Occupant Protection	340,671.45	
Alcohol	179,027.59	
Police Traffic Services	141,286.75	
Speed Control	450,167.71	
Traffic Records	26,140.02	
Emergency Medical Services	17,936.00	
Pedestrian/Bicycle Safety	48,473.82	
Motorcycle Safety	1,886.89	
School Bus Safety		
Roadway Safety	20,612.35	
Planning & Administration	176,152.50	
Paid Media-Occupant Protection	50,630.35	
Paid Media-Alcohol	20,080.35	
Paid Media-Police Traffic Services	20,080.35	
Paid Media-Pedestrian/ Bicycle	20,080.35	
Paid Media-Motorcycle	20,080.35	
Total 402		\$1,533,306.83
Section 2010 Motorcycle	14,354.02	
Section 410 Alcohol	501,680.12	
Section 411 Data	264,278.01	
Total Federal Highway Safety Funds		\$2,313,618.98