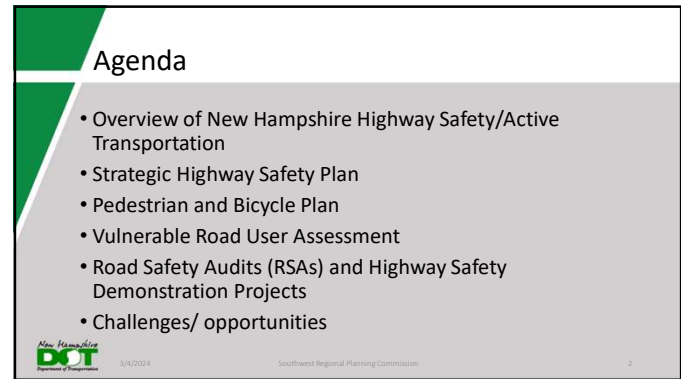
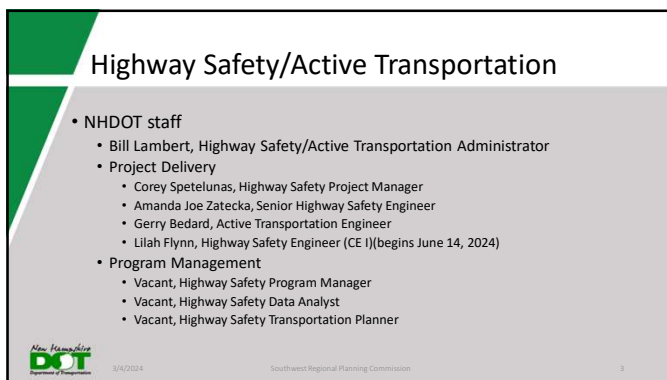


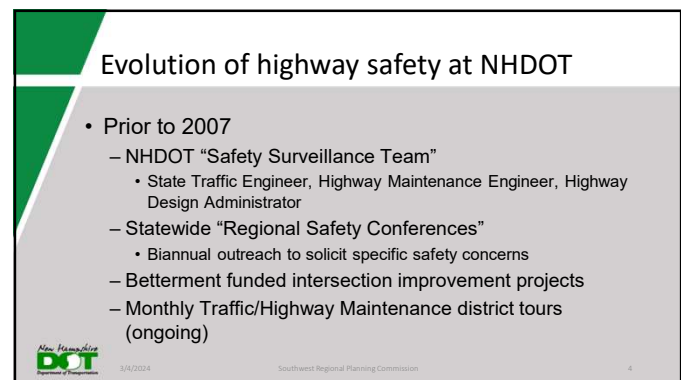
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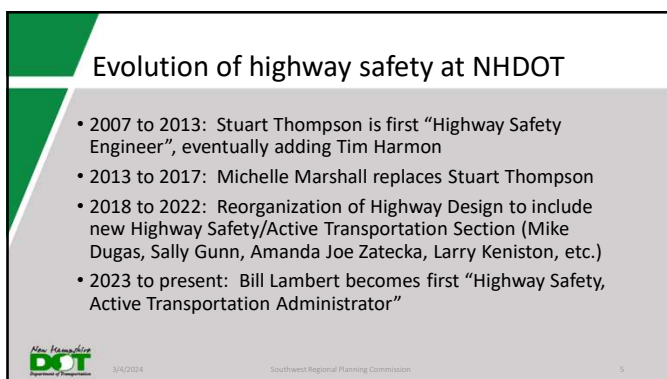
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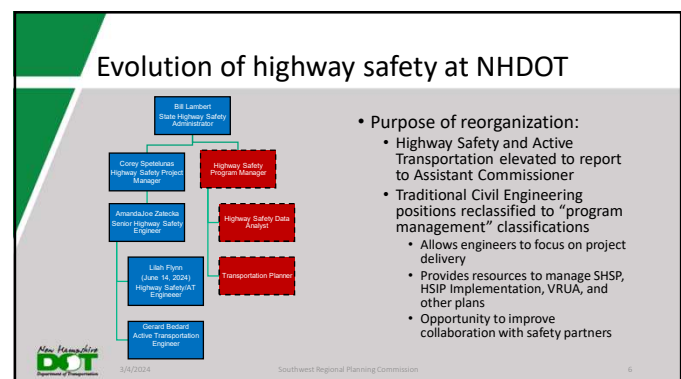
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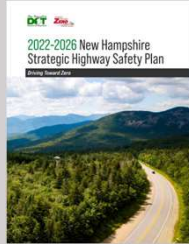
Strategic Highway Safety Plan - 2022

- Initial SHSP, 2007
- Updates
 - 2012-2016
 - 2017-2021

Vision
Through a comprehensive, systematic approach we will use data-driven methods to select and implement appropriate countermeasures that will reduce crashes on all New Hampshire roads.

Mission
Foster and sustain collaboration among private and public stakeholders, in the implementation of education, enforcement, engineering, and emergency medical services (EMS) strategies, to create a safety culture where one death on a New Hampshire roadway is too many.

Goal
Reduce the number of fatalities and serious injuries by 50% by 2035, working toward 0 by 2050.



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Strategic Highway Safety Plan – 2022 Critical emphasis areas

- Intersections
- Roadway Departure
- Distracted, Impaired driving
- Speed and aggressive driving
- Vehicle Occupant Protection
- Older drivers, Teen traffic safety
- Vulnerable road users
 - Motorized
 - Non-motorize



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Strategic Highway Safety Plan – 2022 Key action items

- Intersections:
 - Increase intersection conspicuity (signing and marking)
 - Educate drivers re: new (?) forms of intersection traffic control
- Roadway Departure:
 - Systemically install and maintain centerline and edge line rumble strips
 - Improve horizontal alignment warnings signs and devices
 - Improve work zone safety
- Distracted Driving:
 - Support law enforcement partners

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Strategic Highway Safety Plan – 2022 Key action items

- Impaired Driving:
 - Support law enforcement partners (e.g. Wrong Way Driving action plan)
- Speed and Aggressive Driving:
 - Set credible speed limits using current practice
 - Educate the public of the dangers and consequences of excessive speed
- Vehicle Occupant Protection:
 - Partner with stakeholders to promote increased occupant protection
- Older Drivers:
 - Increase public transit and community transportation services

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Strategic Highway Safety Plan – 2022 Key action items

- Teen Traffic Safety
 - Continue education outreach to high schools and driving instructors
- Vulnerable Road Users - Motorized
 - Support behavioral and educational stakeholders in outreach efforts
- Vulnerable Road Users - Non-motorized
 - Institutionalize and implement Complete Streets practices
 - Incorporate best practices for safe pedestrian and bicycle accommodations on roadways
 - Address short- and long-term maintenance of pedestrian and bicycle infrastructure elements

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Pedestrian and Bicycle Plan - 2023

- Includes full chapter on "Complete Streets" practices
- Key action items
 - Updated staff (and partner) training
 - Data acquisition for shoulder widths and other MIRE elements
 - Develop relevant design guidance
 - Develop more specific performance measures
 - Improve ped/bike volume data collection
 - Pursue new programmatic funding dedicated to non-motorized modes



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Vulnerable Road User Assessment – 2023 Federal Requirements

- 2021 Bipartisan Infrastructure Law (BIL)
- **Data-driven process to identify areas of high-risk for vulnerable road users.** Specifically, the State must perform a quantitative analysis of VRU fatalities and serious injuries.
- **Consult with local governments, MPOs, and regional transportation planning organizations that represent high-risk areas.**
- **Develop program of projects/strategies to reduce safety risks to vulnerable road users in areas identified as high-risk**
- **Consider Safe System Approach**
- **Due to FHWA November 15, 2023**

New Hampshire
Department of Transportation

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What is a Vulnerable Road User?

A Vulnerable Road User is defined by FHWA as “a non-motorist with a Fatality Analysis Reporting System (FARS) person attribute code for **pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedal cyclist...**” It is important to note that unlike other organizations including the National Highway Traffic Safety Administration (NHTSA) and the National Safety Council, FHWA does not include motorcyclists among VRUs.

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2002 – 2022 Non-motorist crashes

New Hampshire
Department of Transportation

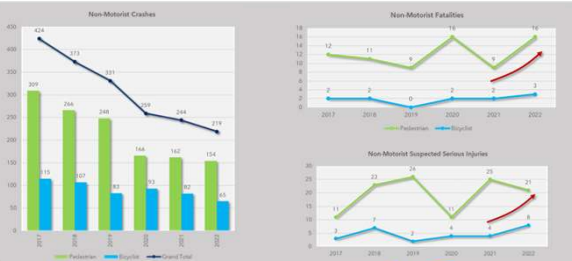
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2017 - 2022

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Crash Severity

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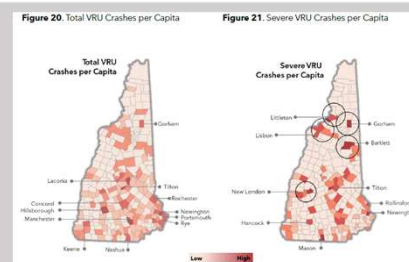
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Where are crashes occurring?

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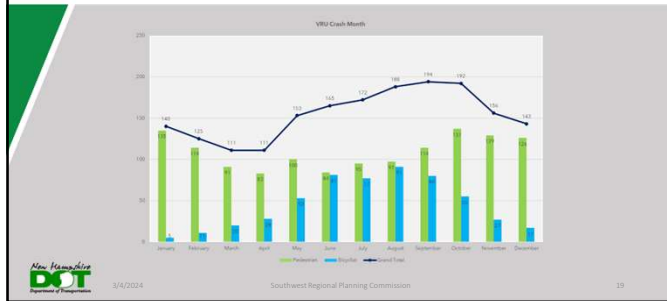
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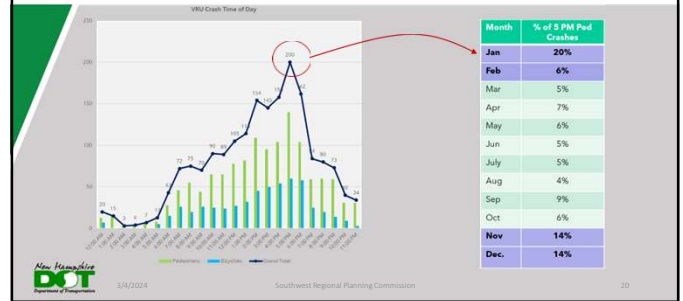
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When are crashes occurring (month)?



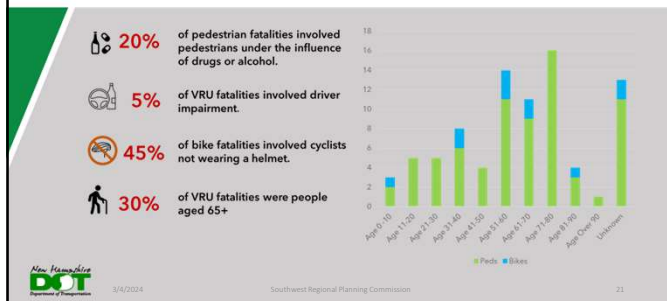
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When are crashes occurring (TOD)?



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Who is involved?



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High Injury Network (HIN)

- Federal regulations mandate that states must pinpoint areas of elevated risk for vulnerable road users as part of the Vulnerable Road User Safety Assessment. Typically, this is done by developing a High Injury Network (HIN) which identifies specific locations or corridors within a region where a disproportionately high number of severe and fatal traffic injuries occur. Once identified, these areas become top priorities for safety interventions.



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Vulnerable Road User Strategies

Safe Roads/Safe Speeds

- Enhance pedestrian and bicyclist safety along the high injury network.
- Identify, adopt, and encourage the use of best practices.
- Develop a series of programs intended to provide technical assistance to local entities

Safe Road Users

- Educate State, external partners, and the public about the needs of Vulnerable Road Users.



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Vulnerable Road User Strategies

Data Improvements (all five SSA elements)

- Improve data collection, data analysis, and data accessibility/transparency

Future investments (all five SSA elements)

- Invest in pedestrian and bicyclist safety



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Road Safety Audits (RSAs)

1. Applications submitted by towns/cities in collaboration with planning commissions
2. Multi-disciplinary team evaluation of specific safety concern and development of short-, intermediate-, and long-term safety countermeasures
3. Includes "table-top" discussion and field observation
4. Helps to identify and prioritize projects funded through Highway Safety Improvement Program



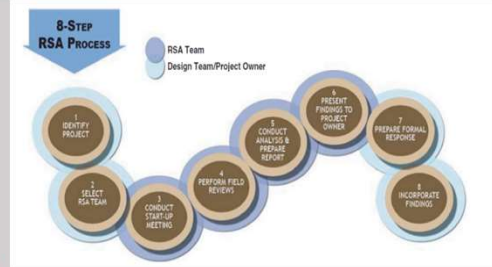
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Road Safety Audits (RSAs)



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Demonstration Projects

- Short-term application of innovative design elements using temporary materials
- Allows observation of alternatives without committing permanent resources
- Facilitates public input
- Provides opportunity for objective decision-making
- Communities should coordinate with planning commissions and NHDOT (typically, Highway Maintenance district office with support from Bureau of Traffic and Office of Highway Safety/Active Transportation)



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Challenges

- Motorist behavior
- Overcoming years of "car first" highway design, construction, maintenance, and operation
- Data
 - Pedestrian and bicycle volumes
 - Crash data quantity and quality
 - Inventory data for network screening
- Reaching consensus
- Resources versus demand



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Opportunities

- Adoption (and implementation) of a Complete Streets Policy
- Collaboration with law enforcement and other highway safety partners
- Big data and Artificial Intelligence
- Dedicated funding the IJJA/BIL
- Innovative design and design alternatives
 - Intersection control (2-way to All-way STOP control)
 - Roundabouts versus traffic signal control
 - Consideration of lesser traffic level of service during peak periods



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Opportunities Southwest region

- Chesterfield, NH 9 at NH 63
 - [Google Maps](#)
- Fitzwilliam, NH 12 at NH 119
 - [Google Maps](#)
- Keene
 - NH 12 at Wyman Road/Corporate Drive
 - [Google Maps](#)
 - NH 9 at Whitcomb's Mill Road
 - [Google Maps](#)
- Others?

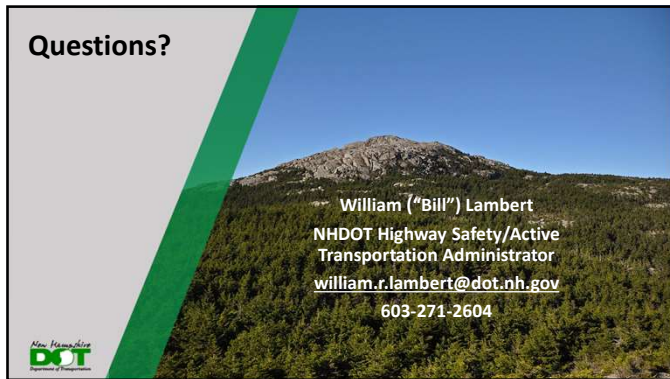


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