

STATE OF NEW HAMPSHIRE

NH Highway Safety Agency's Strategic Action Plan Annual Report

FISCAL YEAR 2008



"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 2008

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

STATISTICAL OVERVIEW

<u>NH STATISTICAL CRASH SUMMARY</u>						
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
Fatal Motor Vehicle Crashes	117	116	158	156	116	122
Persons Killed (Fatalities)	127	127	171	166	127	129
Alcohol-Related Fatalities	46	47	52	53	44	41
% of Alcohol-Related Fatalities	36.2	37.0	30.4	31.9	34.7	31.8
Operators Killed	88	71	91	87	75	70
Adult Occupants Killed	16	20	28	21	20	10
Child Occupants Killed	4	2	7	4	3	7
Adult Pedestrians Killed	5	16	14	5	5	11
Child Pedestrians Killed	1	4	1	1	1	2
Motorcycle Operators Killed	13	9	25	39	18	23
Motorcycle Passengers Killed	0	0	2	3	3	2
Moped Operators Killed	0	0	0	1	0	0
OHRV Operators Killed	0	3	2	2	0	1
Adult Bicyclists Killed	0	2	1	2	1	2
Child Bicyclists Killed	0	0	0	1	1	1
Total Crashes Reported	40,190	41,843	39,555	40,885	34,801	37,376
Total Injuries Reported	15,835	16,486	15,585	15,965	13,712	14,726
Travel in MVM	12,578	12,961	13,515	13,439	17,078	17,311
New Hampshire Fatal Rate	1.02	.89	1.16	1.13	.74	.75
United States Fatal Rate	1.51	1.48	1.46		1.42	1.37
NH Licensed Drivers	963,986	979,316	991,799	1,021,305	1,028,636	1,030,095
NH Registered Vehicles	1,340,656	1,354,448	1,417,595	1,400,713	1,439,081	
NH Registered Motorcycles	49,462	55,000	62,000	57,273	68,879	70,778
Population	1,259,030	1,291,573	1,300,000	1,310,000	1,315,000	1,315,000
Seat Belt Usage (NH Survey)	59.27	60.18	63.4	58.1	63.52	63.8
CPS Seat/Belt Usage	90.87	92.80	94.2	94.2		

Travel in MVM is estimated by NH Department of Transportation
 Statewide population (1,310,000) is an estimate based on figures from NH Office of State Planning

LEGISLATIVE SUMMARY

HB 1203 established additional rules of the road related to bicycles. Effective January 1, 2009, motor vehicle operators are to exercise due care when approaching bicycles by “leaving a reasonable and prudent distance” between their vehicle and a bicycle. “The distance shall be reasonable and prudent if it is at least three feet when the vehicle is traveling 30 miles per hour or less, with one additional foot of clearance for every 10 miles per hour above 30 miles per hour.” However, the rules of the road continue to require bicyclists to travel “as far as practicable” and safe on the right side of the road.

HB1222 prohibited the writing of a text message and using two hands to type or operate an electronic or telecommunications device while driving. Following considerable action by the House Transportation Committee and a public hearing, the bill was passed in the House (176-149). However, it was laid on the table in the Senate (15-8).

HB 1235 amended the state’s law regarding motorist’s responsibilities when approaching roadway emergencies. Effective August 5, 2008, New Hampshire’s “move over” law now requires motorists to give a wide berth without endangering on-coming traffic, to stationary vehicles displaying blue, red, or amber emergency or warning lights.

SB 379 amended sections of the law relating to boating while intoxicated. Effective July 2, 2008, the law provides that a boater who refuses to submit to a blood alcohol test will lose his/her privilege to operate a boat, as well as his/her privilege to drive a motor vehicle for the same period of time.

HB 533, adopted in 2007, this bill established a Commission to “recommend a comprehensive program for increasing the use of passenger restraints” in the state in order to reduce death, serious injuries and related medical costs resulting from motor vehicle crashes. In August 2008 the Commission released its consensus report summarizing the key issues addressed and the following recommendations of a majority of the membership:

The charge of this Commission was to recommend a comprehensive program for increasing the use of passenger restraints in New Hampshire in order to reduce motor vehicle fatalities and serious injuries and the resulting costs.

How much of an increase is achievable?

- 100 percent usage is, of course, the ultimate goal
- 82 percent usage would bring New Hampshire to the national average (an increase of 18 percentage points)
- National estimates indicate that we could expect a 10-15 percentage point increase in seat belt use if an adult law were combined with public and professional education and enforcement
- 2-3 percentage points a year for three to five years may be a reasonable objection for significant “education only” approach
- New Hampshire’s seat belt usage rate for front seat occupants increased by 48 percentage points from 1984-2006. This is an increase of 2.1 percentage points per year using a very modestly funded “education only” approach for adults and education and enforcement of the child passenger safety law.

A majority of the Commission recommends:

- That a primary seat belt law be enacted
- Than an adequately funded, consistent, long-term commitment to public education must be an essential component of any effort to increase seat belt use whether or not an adult seat belt law is passed

The education component should include a focus on the link between seat belt use and safety (lives saved and injuries reduced), as well as existing laws.

A comprehensive approach including legislation, education and enforcement should achieve a significant increase in seat belt usage resulting in a reduction in motor vehicle fatalities, serious injuries and the associated costs.

The Commission recognizes that any seat belt legislation raises the issue of the balance between individual rights and public safety. The minority of the Commission believes that the cost to individual rights outweighs the increase in public safety.

The Commission considered a number of other options that included:

- Increased public education without any change in the law
- Expanding the current law to those age 21 or 25
- Enacting a secondary law
- Enacting a uniquely New Hampshire law that had elements of both primary and a secondary law
- Maintaining the status quo

None of these options are being recommended by a majority of the Commission.

NOTEWORTHY PRACTICES

Partnerships: DUI Sobriety Checkpoints/Educational Van

Despite enforcement efforts by state, county, and local law enforcement agencies, alcohol and drug impaired drivers continue to cause motor vehicle crashes that result in death and life-changing injuries and, subsequently, increased medical and long-term care costs.

Research shows that increasing the perceived threat of detection is one of the strongest deterrents to impaired driving, and sobriety checkpoints are one of the most effective tools for law enforcement in their efforts to deter impaired driving. Sobriety checkpoints increase the risk of drivers being apprehended and maximize compliance with the state's impaired driving laws. High visibility enforcement coupled with sobriety checkpoints contribute to a change in driver behavior.

Based on the increased number of sobriety checkpoints funded by the NH Highway Safety Agency and 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 throughout the state.

The Highway Safety Agency organized the DUI Mobile Command Van Committee, a 15-member group of state, county, and local law enforcement personnel and Highway Safety Agency staff tasked with researching the vehicle, pieces of equipment, and design that would best meet the needs of law enforcement.

The Committee membership included: Bureau of Enforcement/NH Liquor Commission; NH State Police; Merrimack County Sheriff's Department; the Allenstown, Auburn, Portsmouth, and Moultonborough Police Departments; NH Association of Chiefs of Police; and the NH Highway Safety Agency. The Committee held its first meeting on October 2, 2007, and met on a regular basis during 2008. It was decided administrative responsibility for the van (ordering/receiving, maintenance, scheduling, etc.) would be assigned to the NH Liquor Commission's Bureau of Enforcement. The Governor and Executive Council accepted and approved federal funds to purchase the unit.

Detailed specifications were developed; and, following the State of New Hampshire's purchasing guidelines, a request for bid was issued and subsequently a purchase order was awarded in March 2008 for construction of the "Mobile Command/Communication Vehicle". During the construction process designated members of the Committee were constantly in touch with the manufacturer to assure construction was in line with the specifications.

On October 29, 2008, the fully-equipped DUI Mobile Command Van was delivered to the NH Liquor Commission, Bureau of Enforcement.



During its maiden voyage on November 7th the van was setup at a sobriety checkpoint in Portsmouth—a major center of attraction for seacoast residents and tourists. The night-life offered by the numerous bars and restaurants (87 licensed liquor-serving establishments and 42 stores licensed to sell for off-site consumption) creates an atmosphere that encourages the consumption of alcohol.

On November 13th the NH Liquor Commission, in cooperation with the NH Highway Safety Agency and the DUI Mobile Command Van Committee, unveiled the state's "newest weapon in the fight against impaired driving" during a press conference at the State House Plaza. Participants included Legislators, Executive Councilors, State department heads, state/county/local law enforcement, and highway safety partners.

The van is a mobile police station that allows on-site processing of impaired drivers. If arrested, the impaired driver is escorted to the command vehicle, processed, including breath testing (and DRE evaluated, if necessary), bail posted, and released to a sober adult for transport, or placed in a holding cell awaiting transport to a holding facility. Use of the mobile processing unit eliminates the need for officers to transport an arrested driver to a police department. Once the booking process is completed, officers can immediately return to the roadside for continued involvement in the checkpoint. Completing breath tests at the checkpoint scene also produces a more accurate BAC reading in relation to a driver's breath alcohol level at the time the vehicle was stopped.

In addition to apprehending alcohol-impaired drivers, officers conducting checkpoints also detect and apprehend drug-impaired operators. Statistics indicate that the number of drug and alcohol/drug impaired drivers are increasing. The mobile command unit will provide certified Drug Recognition Experts (DREs) space to perform the drug evaluation process, as well as to apprehend other individuals who are found to be violating the law (i.e. fugitives from justice, weapons, drugs, stolen vehicles, etc).

The mobile unit is also a public information tool that will be used to educate citizens about the dangers associated with utilizing alcohol and/or drugs and operating a motor vehicle. When not being used at sobriety checkpoints, the unit will be available for educational purposes at schools, colleges, community events, state fairs, civic organizations, etc.

Use of the DUI Mobile Command vehicle will enhance impaired driving enforcement statewide through the cooperative efforts and partnership of the state, county, and local law enforcement agencies. There will be increased perception by the motoring public that officers are enforcing the state's impaired driving laws throughout the state twenty-four hours a day, seven days a week. The ultimate goal is to reduce alcohol and drug-related motor vehicle crashes and the resulting deaths and life-changing injuries.

Funding: Section 402 - \$398,000.00
Section 410 - \$ 47,601.12

PROGRAM AREA OVERVIEWS GOALS & ACCOMPLISHMENTS

OCCUPANT RESTRAINTS

GOALS

To increase the seat belt usage rate for drivers from the 2006 baseline of 63.52 percent to 64.5 percent in 2007 and 65.5 percent in the year 2008.

To increase seat belt usage rates (unweighted) for drivers and outboard front seat passengers of New Hampshire registered vehicles from the 2006 baseline of 61.2 percent and 64.5 percent respectively to 63.2 percent and 66.5 percent in 2008.

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 2008. 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 69.17 percent of the drivers and front seat outboard passengers were buckled compared to 63.52 percent in 2006 and 63.79 in 2007.

The 2008 survey also revealed that for New Hampshire registered vehicles 66.5 percent of drivers were buckled compared to 61.2 percent in 2006 and 60.5 percent in 2007 (unweighted) and 66.6 percent of outboard front seat passengers were buckled compared to 64.5 percent in 2006 and 60.2 percent in 2007.

ACTIVITIES

Media and Materials. A variety of brochures and safety promotional materials were purchased, and approximately 364,000 pieces were distributed to approximately 162 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.)

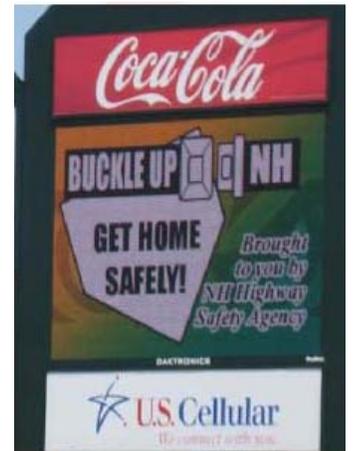
Convincer Demonstrations. The Dover Police Department is responsible for administering the “Convincer” Program in New Hampshire. Dover Police Department officers demonstrated the “Convincer” at 24 locations throughout the State including high schools and colleges, business safety meetings, Old Home Days, and fairs. Depending on the location, officers also gave a PowerPoint presentation. A total of 251 individuals rode the “Convincer” and conversations were held with approximately 600 individuals.

Buckle Up NH Week Activities. The coordinated, statewide effort to educate the public on the importance of using safety belts/child seats consistently and correctly continued to be administered by the Injury Prevention Center at Dartmouth College. The annual “Buckle Up New Hampshire” Week (May 17-27, 2008) activities were kicked off on Saturday, May 17, at the Steeplegate Mall in Concord where members of the Buckle Up New Hampshire Coalition announced events taking place during the week. Prior to the “BUNH Week”, informational packets were made available to high schools, the law enforcement community, health care providers and community groups soliciting their involvement in local efforts designed to increase seat belt usage. The information was also made available on the Dartmouth College website. Free promotional materials (pens, pencils, rulers, etc.), brochures, and program ideas were available from the NH Highway Safety Agency and the Injury Prevention Center.

The annual Traffic Safety Conference was held on April 28, 2008, in Meredith. Focusing on a variety of highway safety-related subjects (Detecting Unsafe Roadways, Bike/Pedestrian Safety, Traumatic Brain Injuries/The Crash Aftermath, AARP Driver Safety Program, Seat Belts, NH Motorcycle Safety “Intersection” Program, Aggressive Driving, and Parent-Teen Driving Contracts), conference participants numbered 130. Crash survivor Phoebe Low, a fifth grade student from Lebanon, New Hampshire, shared her story of a crash and how the seat belt saved her life and prevented serious injury. During the closing session former State Prison Inmate Ryan Murphy spoke about the events in his life that led to his crossing the center line, crashing his truck into a motorcycle, killing the driver and seriously injuring the passenger, and the “Ripple Effect” that changed many lives. Attendees included school nurses, daycare providers, law enforcement, business leaders, driver education instructors, state officials, and health care providers.

The Buckle Up New Hampshire Coalition represents public, non-profit, and private organizations and meets on a monthly basis to develop efforts to educate citizens of New Hampshire on the importance of buckling up.

Highway Safety Advertising Campaign (PM). A fifth-year contract enabled the NH Fisher Cats minor league baseball team to coordinate seat belt education activities presented during the 2008 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 2008.



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. In addition, either a highway safety trivia contest or the seat belt buckle up race where rows of fans race against each other to buckle a giant seat belt was 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 Brandon Magee who urged fans to buckle their seat belts and always drive safely.

The NH Highway Safety Agency also had a quarter-page advertisement in the 2008 Souvenir Yearbook and in excess of 35,000 copies were sold.

The following 10-second public service announcement was read by the on-air broadcast team during each home and away game: “The Fisher Cats and the NH Highway Safety Agency remind you to please buckle up each time you get in the car—get home safely. Please buckle up!” The Fisher Cats games are broadcast on the WGIR network including three AM stations (610 in Manchester, 930 in Rochester, and 1540 in Exeter), WKNK 101.9 in Keene, and WTSL 1400AM/94.3FM in Hanover. The broadcast is also streamlined at www.nhfishercats.com and www.milb.com.

A half-page advertisement appeared in three issues of the souvenir game program, as well as on the game schedule distributed as fans exited the ball park.

During the 2008 season a franchise record 373,227 fans attended the home games and were exposed to the various “Buckle Up New Hampshire” messages.

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	Single			

	66.0%	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 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 (25,000+ copies)

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

- On October 11, 2007, the State’s five certified CPS instructors attended a four-hour training on the revised technician training held at the Westford Police Department (Massachusetts). The new curriculum is more hands-on focused; and the evaluation process now includes three CPR book quizzes, as well as three hands-on skills evaluation.
- Two (2) NHTSA four-day certified CPS technician courses were conducted during the federal fiscal year. a) The first course utilizing the new curriculum was conducted October 30-November 2, 2007, at the Windham Fire Station. Fifteen (15) of the sixteen (16) students successfully completed the course and received their certification. Attendees included 6 police officers, 3 fire fighters, 3 hospital staff, 1 daycare provider, and 2 from other professions. b) The second four-day certified technician course was conducted May 19-22, 2008, at the White Mountains Community College in Littleton. All 18 students (including one from Boston Children’s Hospital) successfully completed the course and received certification. Attendees included 9 police officers, 4 hospital staff, 1 daycare provider, and 4 from other professions.
- On April 4, 2008, a one-day CPS Update Refresher Course was held at the Highlander Inn in Manchester. Conducted by the five CPS instructors, a total of 64 technicians benefited from topics on Installation and Compatibility Issues, Special Transportation Issues, Latch, and New Products.
- A variety of conventional car seats and special needs seats, beds, and vests were purchased. In the special needs category car beds were distributed to four (4) hospitals, vests to two (2) hospitals and the Injury and Prevention Center, and special needs seats to one (1) hospital and one (1) inspection station. Conventional seats were provided to eight (8) inspection stations and also distributed at checkup events.
- Currently there are 24 child passenger safety inspection stations throughout the state located in police and fire departments, hospitals, and one at a car dealership.
- During federal Fiscal Year 2008 a total of 19 child seat checkup events were held where 463 seats were checked—of which only 40 were correctly installed. During these events 23 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 2007, of the 2,093 inspections, 84 percent were conducted at inspection stations.



- As of September 30, 2008, a total of 435 technicians have successfully completed the NHTSA-approved training and have been certified. There are currently 154 active technicians in addition to a cadre of 5 instructors.
- The CPS Coordinator and the lead instructor attended the annual Lifesavers Conference (April 2008) in Portland, Oregon, as well as a CPS update sponsored by the Vermont CPS Program (March) that was taught by Transportation Consultant Joe Colella.

Join the New Hampshire Clique. The balance of the Section 157 Innovative Funds (\$6,886.06) and Section 402 Funds (\$50,801.27) supported contracts with 17 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 19 through June 1, 2008, in conjunction with the NHTSA “Click It or Ticket” mobilization. Following is a summary of mobilization enforcement activity:

Total Patrols Hours	Total Expended	Warnings			Summonses			# Vehicles Stopped	# CPS Visual Checks
		Child Restraint Violations	Speed	Other Motor Vehicle Violations	Child Restraint Violations	Speed	Other Motor Vehicle Violations		
1,209.0	\$57,687.38	424	334	992	363	56	208	3,832	75,834
Cost Per CPS Summons					\$158.92				

A total of \$79,537.88 was obligated to support this statewide effort with 23 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 in many cases because of personnel shortages and/or the fact that officers did not want to work overtime details. There were two departments that decided not to participate.

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 provided to PS&TC to conduct public educational demonstrations during FY 2008, staffing shortages did not allow for any presentations.

Statewide Seat Belt Challenge. On May 6, 2008, 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 Fifteenth Annual Safety Belt Challenge. Thirty-seven (37) teams representing high schools and driver education programs throughout the state participated. The winning team from Conval High completed the fastest run in 33.13 seconds.

Seat Belt Use Survey. For a third year the NH Highway Safety Agency contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Survey using methodology developed in accordance with provisions of SAFETEA-LU and 23 CRF Part 1340 (Uniform Criteria for State Observational Survey of Seat Belt Use). The observational survey was conducted in June 2008 utilizing UNH and NH Highway Safety Agency staff.

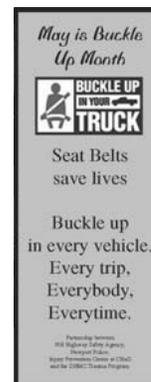
Percent of Operator and Front
Seat Outboard Passengers Buckled

<u>2006</u>	<u>2007</u>	<u>2008</u>
63.52%	63.79%	69.17%

Teen Driver Safety Guide. Working with the Safety and Health Council of Northern New England and the NH Department of Education, the Highway Safety Agency purchased 14,000 copies of the National Safety Council’s publication entitled “Teen Driver—A Family Guide to Teen Driver Safety”. The books were delivered to the

NH Bureau of Enforcement warehouse where they were sorted and marked for distribution by Enforcement officers to substations for driver education instructors to pick up. The Guides are being presented to parents/guardians whose children are completing the state-approved driver education program. In federal FY 2006 Section 402 funds were used to purchase and distribute 15,000 copies of this guide. Based on verbal requests from parents and driver education teachers, additional copies were purchased in this fiscal year.

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 last year 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 this year, IPC partnered with local police, town officials, and citizens in the Town of Newport to conduct an eight-week long program consisting of a print media campaign, a series of yard and roadside posters, radio advertising, pre and post (2) seat belt use surveys. Additionally the high school created banners for use at the school, conducted their own surveys, and designed/distributed water bottles to those who were buckled.

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
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%

Note: Survey of front seat occupants

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 to 34.7 percent in 2006 to 31.0 percent in the year 2007.

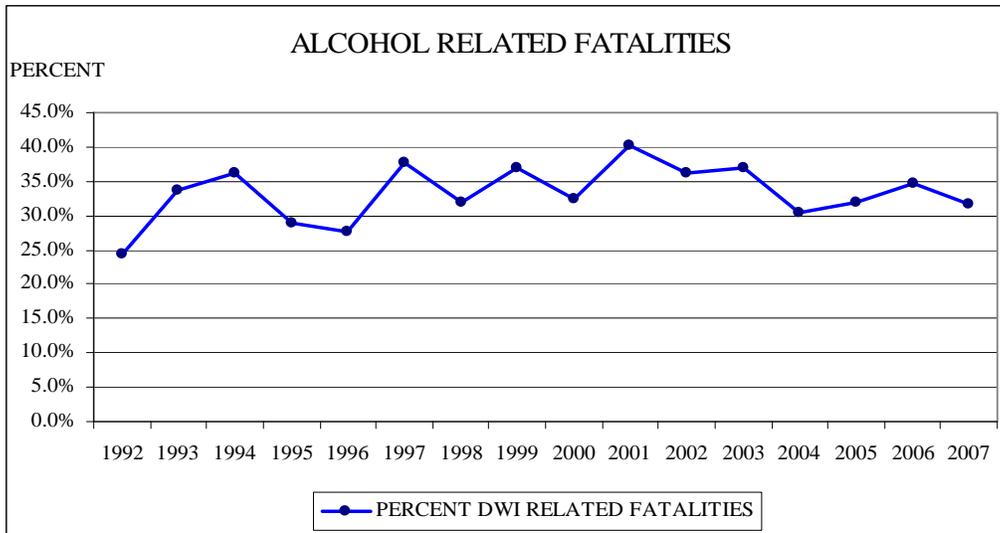
ACCOMPLISHMENTS

In 2007 there were a total of 129 fatalities, of which 41, or 31.8 percent, were alcohol-related.

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 19, 2007, the Commission presented three awards to individuals for “Outstanding Service to the Citizens of New Hampshire in the Field of Highway Safety”. (Peter Heed, former Attorney General; James Ryan, NHTSA; and Thomas Taylor, MADD New Hampshire).

National Drunk and Drugged Driving Awareness Month. On November 19, 2007, 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 expenses associated with various conferences and training. The Lifesavers Annual Conference in Portland, Oregon (April 13-15, 2008) was attended by one of the Highway Safety Agency’s field representatives, as well as three highway safety partners from the private sector. In June one of the Agency’s field representatives attended the Annual Meeting of the NH Association of Chiefs of Police in Shelburne.

The Coordinator and Program Manager traveled to Scottsdale, Arizona, to attend the annual conferences of the National Association of Women Highway Safety Leaders (September 3-7) and the Governors’ Highway Safety Association (September 7-10). The Program Manager is serving a two-year term (2008/2009) as President of the National Association of Women Highway Safety Leaders.

During the year Agency Coordinator, Peter M. Thomson, representing Region I, attended two GHSA Executive Board meetings (December 10-11, 2007, in Washington, DC, and June 9-10, 2008, in Monterey, California).

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

NH State Police C.A.R.E. Conference. Funding covered out-of-state travel expenses associated with State Police Captain Chris Colitti attending the Annual C.A.R.E. (Combined Accident Reduction Effort) Conference held May 18-22, 2008, in Williamsburg, Virginia. The conference featured keynote speakers from NHTSA, the Insurance Institute for Highway Safety, and the Virginia Department of Motor Vehicles Crash Team. Sessions highlighted premier traffic safety programs conducted by agencies from across the country, and topics included: speed management, work zone safety, child passenger safety/occupant protection, crash reconstruction, safe travel to school, drug trafficking, impaired driving, underage drinking, and sobriety checkpoints.

Department of Justice Motor Vehicle Homicide Seminar. On November 13, 2007, the NH Department of Justice hosted the twelfth day-long Jay McDuffee Motor Vehicle Homicide Seminar attended by over 100 full-time officers and local/county/state prosecutors actively involved in the investigation of motor vehicle crashes. During the morning session the keynote speakers, John Kwasnoski and Gerald Partridge, focused on how officers can present convincing testimony in motor vehicle collision cases. This interactive presentation addressed dynamics between the witness and the prosecutor, trial preparation, skills for effective direct testimony, cross examination strategies, etc. In the afternoon participants attended one of three sessions (ALS update, Expert Witness/Getting the Most From Your Toxicologist, and Blood Draws in Negligent Homicide Cases) followed by a closing session on case law update.

State Police DWI Patrols. The NH State Police conducted 1,302.50 hours of overtime patrols throughout the state dedicated to removing impaired drivers from the roadways. This includes 53 overtime patrols, representing 327.75 hours that were conducted during the “Drunk Driving. Over the Limit. Under Arrest.” NHTSA mobilization (August 13-September 1, 2008) which resulted in 26 DWI arrests.

Arrests					Summonses	PBT Used	# of Vehicles Stopped
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation Suspension	Other Motor Vehicle Violations		
108	17	7	3	14	94	90	3,435

Local DWI Patrols. Section 402 funds supported overtime DWI patrols with three local police departments. Results are included later in this report under Section 410 patrol activity.

High School Impaired Driving Program. During the 2007-08 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 14 presentations 3,096 students in 14 high schools heard the testimony of inmate Ryan Murphy sentenced to 7-1/2 to 15-years in the NH State Prison for manslaughter...the result of alcohol and his decision to drive after drinking. During his presentation, Ryan speaks about the events that led to the tragic day in June 2001 when he struck a motorcycle head on killing the driver and the “Ripple Effect” that changed many lives in the blink of an eye.

Sobriety Checkpoint Signs. In New Hampshire an increasing number of law enforcement agencies are conducting sobriety checkpoints. One of the requirements of the superior court approval to conduct a checkpoint is that 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”, signage must meet MUTCD criteria. It was determined that six warning signs were needed for checkpoints (three at either end). Therefore, ten sets of flexible signs and folding supports were purchased. Eight sets were assigned to law enforcement agencies throughout the state for use at checkpoints in their geographic area. Two sets have been assigned to the DUI Mobile Command Van administered by the NH Liquor Commission’s Bureau of Enforcement.

DUI Mobile Command Van. Section 402 and 410 funds were used to purchase a DUI Mobile command van. This state-of-the-art mobile police station has all the tools necessary to test and arrest impaired drivers (Intoxilyzer, DRE evaluation area, booking and bail areas, holding cell, etc.). A rolling classroom of sorts, the unit is also being used as a public information tool to educate citizens about the dangers associated with using alcohol and/or drugs and operating a motor vehicle. Administered by the NH Liquor Commission’s Bureau of Enforcement, the van will be scheduled for use at sobriety checkpoints throughout the state.

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 (2002-2005) of 125 to 120 in 2006 and 115 by the year 2007.

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 (2002-2005) of 805 to 795 in 2006 and 785 by the year 2007.

To decrease the number of fatal crashes occurring during the months of June through September from the four-year average (2003-2006) of 61 to 58 in 2007 and 55 by the year 2008.

To decrease the number of fatal crashes where speed was the primary cause from 15 in 2006 to 13 in 2007 and 11 in 2008.

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.

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

For the same four-year period (2004-2007) the number of fatal crashes occurring June through September averaged 59.5.

In 2007 speed was the primary cause of 15 fatal crashes claiming 16 lives.



Although the number of crashes resulting in non-incapacitating injuries increased, it should be pointed out that the number of licensed drivers in New Hampshire has also increased, as has the million vehicle miles traveled.

	2002	2003	2004	2005	2006	2007
NH Licensed Drivers	963,986	979,316	991,799	1,025,782	1,028,636	1,030,095
Travel In MVM	12,578	14,251	14,701	14,649	17,078	17,311

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 2007, 1,449.5 hours of overtime enforcement patrols resulted in the following actions:

Location	Patrol Hours	Summonses				DWI Arrests	# of Vehicles Stopped	CPS Visual Checks
		Speed	Other M/V Violations	Operation After Revocation	Child Restraint Violation			
Statewide	943.0	639	69	0	1	0	1,092	690
Interstate 89	184.0	508	18	0	3	0	854	531
Rts 125 & 16	322.5	1,656	156	4	8	3	3,736	3,083
Total	1,449.5	2,803	243	4	12	3	5,682	4,304

Local Police Enforcement. Forty-six (46) 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.). The 4,004.25 hours of dedicated overtime enforcement resulted in the following activity:

Summonses				DWI Arrests	# of Vehicles Stopped	CPS Visual Checks
Speed	Other Motor Vehicle Violations	Operation After Revocation	Child Restraint Violation			
973	339	19	9	3	8,283	5,953

Police agencies in Allenstown, Alton, Antrim, Barrington, Belmont, Bennington, Berlin, Bow, Bradford, Canaan, Carroll, Center Harbor, Chesterfield, Concord, Conway, Croydon, Deering, Dover, Effingham, Freedom, Fremont, Greenland, Lee, Lisbon, Madison, Manchester, Mason, Meredith, Middleton, Moultonborough, Nashua, New Durham, New Ipswich, New London, Newbury, Newfields, Northfield, Orford, Rumney, Rye, Salem, Somersworth, Sullivan County Sheriff's, Tilton, Washington, and Wolfeboro participated in these overtime enforcement patrols that averaged a speed summons every 4.12 hours.

During the 15-week period commencing June 1 and ending September 15, 2008, saturated overtime enforcement patrols involving multiple police agencies along 6 major travel corridors were conducted throughout the state. The 30 local/county police departments participating conducted 2,222.0 hours of patrol that yielded the following results:

Corridor Location	Speeding		Other Motor Vehicle Violations		Other (Pedestrian Bicycle, Etc)		Red Light Running		Child Restraint		# Vehicles Stopped	# CPS Visual Checks
	W	S	W	S	W	S	W	S	W	S		
Routes 4/28	627	132	162	41	9		2	1			935	577
Routes 202 & 9	674	102	104	25	1		7	1	10	1	897	454
Route 16 South	664	106	100	6	9		4	1			859	597
Route 101 West	746	200	310	112	10	1	16	7		2	1,347	1,291
Route 101 East	513	339	220	61	12	7	5	1	7		1,075	7,513
Routes 10/11/12/103	283	54	99	33	6	12	5		1	3	436	454
TOTALS	3,507	933	995	278	47	20	39	11	18	6	5,549	10,886

Additional arrests included: 4 DWI, 8 illegal possession of alcohol, 3 illegal transportation, 3 open containers, 16 operation after suspension/revocation, and 2 illegal possession of drugs.

Additional Radar. Funding assisted 18 law enforcement agencies in the purchase of a total of 28 speed-measuring devices.

Radar	Laser Radar	SMART Radar Trailer
Bristol (2) Exeter Hampstead Merrimack (3) Rochester Salem (3) Tamworth	State Police (6) Salem	Allenstown Bath Bristol Haverhill New Boston Rochester Stafford County Sheriff Tuftonboro Washington

Computer Equipment/Software. Financial assistance enabled the Hollis Police Department to purchase and install four (4) tough book laptop computers in their front line cruisers. Enabling officers to complete the majority of their paperwork in the cruiser will result in increased productivity, efficiency and more time on the street enforcing rules of the road. In addition, the Piermont and Sunapee Police Departments purchased traffic records management software that enables their officers to record and track motor vehicle enforcement activity during the course of a roadside stop.

Motorcycles. Funding assistance enabled two (2) local police departments (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 Auburn, Lebanon, Londonderry, and Salem 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. Nine (9) sets of tire deflation devices were purchased by seven (7) law enforcement agencies to be used to safely deflate and terminate police pursuits of fleeing vehicles. The following departments purchased these devices: Effingham (2), Lee (2), Marlborough, Moultonborough, New Durham, Tilton, and Tuftonboro.

Red Light Running Enforcement. Four police departments (Bedford, Berlin, Dover, and Manchester) conducted 349.0 hours of overtime enforcement dedicated to traffic light/stop sign and other motor vehicle violations. Of the 675 vehicles stopped, the following summonses were issued: 175 red light violations, 14 speed, 3 child restraint, and 38 for other violations. Additionally, five (5) drivers were arrested for driving 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. During 90 hours of patrols the Manchester Police Department stopped 172 vehicles, issued 22 summonses for speeding, made 1 operation after revocation/suspension arrest, and issued 51 summonses for other motor vehicle violations.

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 fiscal year the paralegal assisted in opening approximately 117 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 FARS employee retired from state service and the position remains vacant.

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 upgraded hardware assigned to agency staff (2 desktop computers and 2 printers).

DMV Motor Vehicle Crash Update. The Financial Responsibility Crash Unit, located in the Division of Motor Vehicles, is responsible for the data entry of information relative to all motor vehicle crashes in the state. An average of 600 reportable and non-reportable crash reports are received on a weekly basis. In addition, a "blue card" must be issued to uninsured drivers. These cards must be tracked, and if not returned, the driver's license is suspended. In order to reduce the backlog of crash data entered into the central data system, funds covered payroll costs associated with hiring part-time staff and paying overtime to existing trained staff. During the project period the following reports were processed: 16,730 reportable police crash reports, 2,101 not reportable police crash reports, 2,394 operator crash reports, and 2,714 "blue cards".

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-year application and was subsequently awarded an additional \$500,000.00 grant. Action will be taken in FY 2009 to implement program areas addressed in the Year 2 Section 408 traffic safety grant application.

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 Center Harbor and Lancaster purchased 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 2008 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 2009 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, 2007, Washington, DC, and June 9-10, 2008, Monterey, California). Funds also covered the Agency's Annual membership dues to the Governor's Highway Safety Association.

On January 31, 2008, the NH Highway Safety Agency hosted a two-hour informational and DUI activity coordinating meeting at the Police Standards and Training Facility in Concord that was broadcast at satellite locations in Keene, Littleton, and the Pease International Trade Port. Attended by 60 members of the law enforcement community, participants were presented an overview of the Agency's plans to purchase a DUI/sobriety checkpoint command van, and the development of a process to schedule use of the unit at checkpoints and educational activities throughout the state.

PEDESTRIAN AND BICYCLE SAFETY

GOALS

To reduce the number of pedestrian fatalities from 20 in 2003 to 5 in 2007 and 4 in 2008.

To have no bicyclist fatalities through the year 2008 but not to exceed one bicycle fatality.

ACCOMPLISHMENTS

Although pedestrian fatalities numbered 6 in both 2005 and 2006, the number increased dramatically to 13 in 2007.

Bicycle fatalities decreased from 3 in 2005 to 2 in 2006, but increased to 3 in 2007.

ACTIVITIES

Bicycle Safety Helmet Program. The NH Highway Safety Agency purchased 720 multi-sport helmets that were awarded to agencies conducting bicycle safety programs. Utilizing helmets available from the prior fiscal year, the Agency distributed 850 helmets to 36 local police departments in Allenstown, Alton, Antrim, Barnstead, Bath, Belmont, Bristol, Canaan, Conway, Dublin, Fremont, Gilford, Goffstown, Grafton, Hillsboro, Lancaster,

Lebanon, Littleton, Mason, Meredith, Moultonborough, Newport, Northwood, Orford, Pembroke, Piermont, Pittsburg, Pittsfield, Rye, Salem, Sandown, Sandwich, Somersworth, Tuftonboro, Winchester, and Wolfeboro.

Pedestrian/Bicycle Enforcement Patrols. Officers from the Berlin, Concord, Conway, Dover, and Meredith Police Departments conducted a total of 364 hours of overtime pedestrian or bicycle enforcement patrols resulting in 27 summonses for pedestrian/bicycle violations and 2,692 contacts with pedestrians and bicyclists. A total of 628 vehicles were stopped, 22 red light and 20 child restraint summonses were issued, and one (1) driver was arrested for operation after revocation/suspension. A total of 15,029 vehicles were visually checked for CPS usage.

MOTORCYCLE SAFETY

GOALS

To reduce the number of motorcycle fatalities (operators and passengers) from the four-year average (2003-2006) of 25 to 21 in 2007 and 19 in 2008.

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) decreased from 42 in 2005 to 21 in 2006. However, the number increased to 25 in 2007.

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). 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) and the fourth annual motorcycle safety rally was held in Concord on May 10, 2008. State, local, and federal government officials, as well as motorcycle safety educators and enthusiasts gathered on the State House steps along with Governor John Lynch who read a proclamation designating May as Motorcycle Safety Awareness Month in New Hampshire.

Motorcycle Driver Education Video. In an attempt to curb the increasing number of motorcycle crashes and the resulting deaths and injuries, the New Hampshire Legislature amended the driver education statute to require that state-approved driver education courses include 45-minutes of classroom instruction. This segment of instruction must use a nationally-recognized motorcycle course. Section 402 funds were used to purchase 300 copies of the Motorcycle Safety Foundation's "Intersection" curriculum. Working with the Division of Motor Vehicles, the kits were distributed to the state's driver education instructors.



Motorcycle Safety Training and Awareness (Section 2010). During federal Fiscal Years 2006, 2007, and 2008 the NH Highway Safety Agency applied for and received a total of \$300,000.00 (\$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.

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 2008, 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.

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.), as well as educational materials for the various training sessions. Educational programs continue to be presented in schools and for law enforcement and district court judges on laws that impact the safe operation of the rail and AMTRAK system.

A major component of the Operation Lifesaver Program is presentations made by certified OPL presenters to school children in all areas of the state where there are active rail lines. In order to increase the number of instructors, a Level I Presenter Training Class was held April 22, 2008, in Portsmouth at the NH Technical College, Pease Tradeport Campus. Taught by employees of the Federal Railroad Administration, 7 individuals attended the program.

The OPL Coordinator, Lyman Cousens, attended the 15th International Operation Lifesaver Symposium in Cincinnati, July 19-23, 2008.

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 Saturation Patrols and Sobriety Checkpoints in designated geographic areas. The state’s in-cruiser video program will be continued, attendance at appropriate conferences will be supported and funds will assist in purchase of a mobile DWI command vehicle. Funds will continue the services of a full-time Traffic Safety Research Prosecutor within the NH Department of Justice.

ACTIVITIES

Video



Equipment. Twenty-four (24) law enforcement departments were assisted with the purchase of 41 in-cruiser video systems. Assistance was provided to police departments in: Antrim (2), Ashland, Bath, Chester (4), Chesterfield, Colebrook, Dalton, Dublin (2), Grafton, Jackson, Lancaster (2), Lisbon (2), Littleton, Moultonborough, Newfields, Newington (4), Northwood (2), Pelham (4), Plymouth (3), Sandwich (2), Sullivan County Sheriffs, and Winchester (3).

Local/County Police –Overtime DWI Enforcement. One (1) county and thirty-eight (38) local law enforcement agencies conducted a total of 2,070.75 hours of overtime patrols that resulted in 97 DWI arrests.

Arrests					Summonses	PBT Used	# Vehicles Stopped
DWI	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Other MV Violations		
97	37	20	20	45	70	92	3,261

Law enforcement agencies in the following towns and county conducted overtime DWI patrols: Allenstown, Alton, Antrim, Auburn, Barrington, Belmont, Bennington, Berlin, Carroll, Chichester, Concord, Conway, Deering, Effingham, Epping, Epsom, Freedom, Greenland, Lee, Madison, Mason, Meredith, Merrimack County Sheriff, Merrimack, New Durham, New Ipswich, New London, Newfields, Orford, Pembroke, Pittsfield, Portsmouth, Rochester, Rye, Salem, Somersworth, Strafford, Wakefield, and Wolfeboro. Contracts with some of these departments supported patrols conducted during NHTSA’s “Drunk Driving. Over the Limit. Under Arrest.” mobilization period.

Sobriety Checkpoints. Law enforcement agencies in New Hampshire must follow stringent guidelines in order to conduct sobriety checkpoints. However, an increasing number of departments conducted overtime checkpoints throughout the year. In four areas of the state law enforcement agencies regionalized their efforts by forming task forces with the goal of conducting cooperative, small-scale sobriety checkpoints. The Allenstown, Bow, Chichester, and Pembroke Police Departments, along with the Merrimack County Sheriff’s Department,

conducted twelve (12) checkpoints in their geographic area. Police Departments in Center Harbor, Laconia, Meredith, and Moultonborough joined together and conducted three checkpoints; Belmont, Northfield, Sanbornton, and Tilton conducted four (4) checkpoints; and the Canaan, Enfield, Hanover, Lebanon, and Lyme Police Departments along with the Grafton County Sheriff's Department conducted four (4) checkpoints. The following departments also conducted small-scale checkpoints: Auburn (5) Berlin, Conway, Franklin, Manchester (6), Moultonborough, and the NH State Police (6). Federal funds supported a maximum of eight (8) officers/troopers per checkpoint that included one safety officer and one officer-in-charge. A total of 1,982.0 overtime patrol hours resulted in the following activity.

# of Checkpoints	DWI	Arrests				Summonses	PBT Used	# Vehicles Stopped
		Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation	Other MV Violations		
44	52	17	6	13	19	36	41	8,649

Contracts with some of these departments supported patrols conducted during the NHTSA "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 two trainings on "Sobriety Checkpoints for Supervisors". This four-hour block of instruction was 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 11, 2008, at Police Standards and Training and on April 18, 2008, at the Conway Police Department, approximately 60 law enforcement officers completed the training.

Statewide DWI Hunter Patrols/Sobriety Checkpoints. On three weekends (June 13-14, July 25-26, and August 22-23, 2008) DWI patrols combined with sobriety checkpoints were conducted throughout the state. Officers representing 51 local police departments, 4 county sheriff's departments, and the NH State Police conducted 2,111.50 hours of overtime dedicated to removing impaired drivers from the roadways. The following chart reveals the overall results of the "DWI Hunter" enforcement campaign.

Enforcement Region	#DWI Arrests	Illegal Possession	Illegal Transportation	Open Container	Operation After Revocation /Suspension	Speeding	# Vehicles Stopped	# CPS Visual Checks
June 13-14, 2008	56	19	8	9	14	292	2,489	1,280
July 25-26, 2008	24	8	2	7	17	265	1,306	890
NHTSA "Drunk Driving. Over the Limit. Under Arrest." Mobilization (August 17-September 3, 2007)								
August 22-23, 2008	26	36	3	3	14	312	1,087	682
TOTALS	106	63	13	19	45	869	4,882	2,852

"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 163 surveys were conducted at nine (9) sobriety checkpoints throughout the state. Of the 163 people surveyed, 35 were arrested for DUI. Of the 35 people arrested, four (4) refused to provide the location where they had consumed their last drink, 11 reported they had been drinking at locations such as a private residence or other non-licensed public places, and 20 reported they had consumed their last drink at a liquor licensed establishment. This number represents 58 percent of the people arrested for DUI during the grant period.

DUI Mobile Command Van. Section 402 and 410 funds were used to purchase a DUI Mobile Command Van. This state-of-the-art mobile police station has all the tools necessary to test and arrest impaired drivers (Intoxilyzer, DRE evaluation area, booking and bail areas, holding cell, etc.). A rolling classroom of sorts, the unit is also being used as a public information tool to educate citizens about the dangers associated with using alcohol and/or drugs and operating a motor vehicle. Administered by the NH Liquor Commission's Bureau of Enforcement, the van will be scheduled for use at sobriety checkpoints throughout the state.

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 the sobriety checkpoint trainings; administered the day-long Motor Vehicle Homicide Seminar; completed five days of TSRP shadowing; hosted the "Prosecuting the Drugged Driver" course utilizing a grant from the National Association of Prosecutor Coordinators; offered the DWI Refresher course; published the quarterly TSRP newsletter, "One for the Road"; provided casemaker access to all law enforcement agencies in the state; and conducted felony blood draw training.

PAID MEDIA SUMMARY

Section 402 Funds

Occupant Protection. During Fiscal Year 2007 the NH Highway Safety Agency expended \$20,500.00 in Section 402 funds for a fifth-year contract with the NH Fisher Cats minor league baseball team to coordinate seat belt education activities presented during the 2008 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 2008.

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. In addition, either a highway safety trivia contest or the seat belt buckle up race where rows of fans race against each other to buckle a giant seat belt was 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 Brandon Magee who urged fans to buckle their seat belts and always drive safely.

The NH Highway Safety Agency also had a quarter-page advertisement in the 2008 Souvenir Yearbook and in excess of 35,000 copies were sold.

The following 10-second public service announcement was read by the on-air broadcast team during each home and away game: "The Fisher Cats and the NH Highway Safety Agency remind you to please buckle up each time you get in the car—get home safely. Please buckle up!" The Fisher Cats games are broadcast on the WGIR network including three AM stations (610 in Manchester, 930 in Rochester, and 1540 in Exeter), WKKN 101.9 in Keene, and WTSL 1400AM/94.3FM in Hanover. The broadcast is also streamlined at www.nhfishercats.com and www.milb.com.

A half-page advertisement appeared in three issues of the souvenir game program, as well as on the game schedule distributed as fans exited the ball park.

During the 2008 season a franchise record 373,227 fans attended the home games and were exposed to the various "Buckle Up New Hampshire" messages.

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 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 (25,000+ copies)

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, and moose safety along the roadways. A total of six (6) public service announcements were aired for a total of 11 weeks on the 50+ 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 an investment of \$66,000.00 this media campaign yielded an approximate 4:1 advertising return of \$264,000.00. Stations aired the spots a total of 7,733 times.

Broadcast Periods	# Weeks	
October 22-28, 2007	1	Watch Out For Moose
November 19-25, 2007	1	Thanksgiving/Safe Family Holidays (Buzzed Driving)
December 25-30, 2007	1	New Year's (Buzzed Driving)
January 28-February 3, 2008	1	Super Bowl (Impaired Driving)
April 20-May 4, 2008	1	Motorcycle Safety
May 5-11, 2008	1	Watch Out For Moose
May 19-June 1, 2008	2	Seat Belts (NHTSA Mobilization)
June 30-July 6, 2008	1	July Fourth (Speed/Distracted Driving/Belts/Booze)
August 18-31, 2008	2	Labor Day – NHTSA Mobilization (Speed/Distracted Driving/Belts/Booze)

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 hard 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, it was determined that available prior year funds will be used to purchase additional equipment. The \$37,000.00 will be allocated to another effort.

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 video about highway safety and wildlife (i.e. moose, deer, bears) is being produced for distribution to driver education programs in the state.

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	\$357,232.33	
Alcohol	517,021.43	
Police Traffic Services	104,044.96	
Speed Control	346,664.39	
Traffic Records	48,198.39	
Emergency Medical Services	7,709.50	
Pedestrian/Bicycle Safety	26,044.02	
Motorcycle Safety	20,761.90	
School Bus Safety	00.00	
Roadway Safety	15,000.00	
Planning & Administration	168,652.50	
Paid Media-Occupant Protection	36,500.00	
Paid Media-Alcohol	16,000.00	
Paid Media-Police Traffic Services	16,000.00	
Paid Media-Pedestrian/ Bicycle	14,000.00	
Paid Media-Motorcycle	14,000.00	
Total 402		\$1,707,829.42
Section 157 Innovative (Safety Belts)	6,892.96	
Section 2010 Motorcycle	59,690.54	
Section 410 (Alcohol)	449,748.60	
Section 411 (Data)	00.00	
Total Federal Highway Safety Funds		\$2,224,161.52