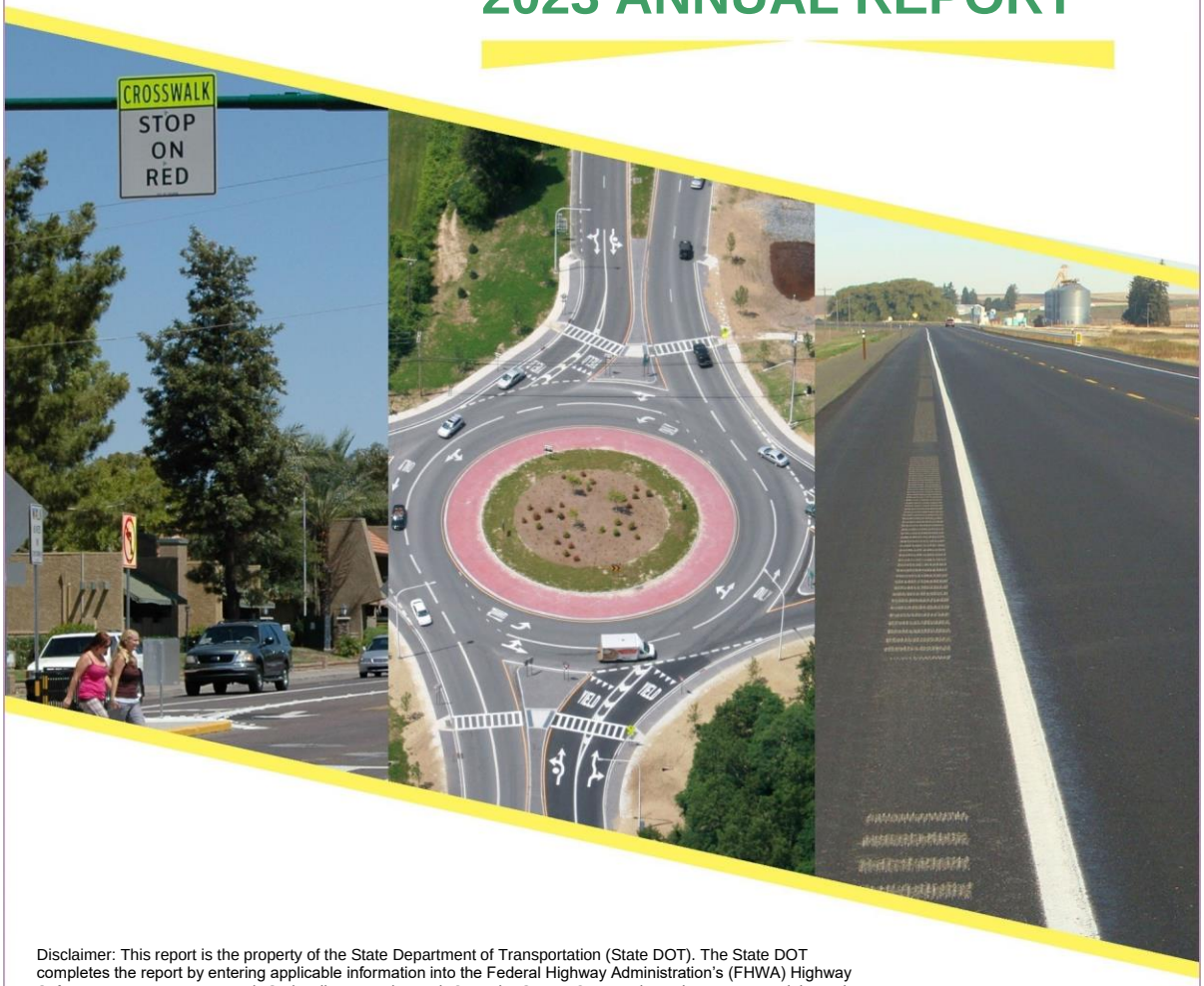
NEW HAMPSHIRE

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT



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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The New Hampshire Department of Transportation's highway safety program saw significant changes in 2023. Due to attrition and general industry-wide recruitment and retention challenges, our highway safety positions were all vacant at the turn of the calendar. Over the past several months, we have reimagined the program. The highway safety program previously resided within the Bureau of Highway Design (having previously been within the Bureau of Transportation Planning (now Planning and Community Assistance). It now reports directly to the Assistant Commissioner. Bill Lambert was selected as the first Highway Safety Administrator.

One of the primary changes over the past few months is to reclassify engineering and engineering technician positions to create a "program management" team within the highway safety program. The program management positions will have the primary responsibility for developing and implementing the Strategic Highway Safety Plan (SHSP), HSIP Implementation Plan, Bicycle/Pedestrian Plan, Vulnerable Road User Assessment, and any other required plans and reports. The program management team will also be responsible for assessing Road Safety Audit (RSA) applications, facilitating RSA's, and following through to assure that identified action items are completed.

Establishing a program management team assures that the remaining engineering positions can focus on highway safety project delivery. They will also have input related to highway safety on every capital improvement project, including those not funded through HSIP. One aspect of this effort would be to institutionalize the AASHTO Highway Safety Manual (HSM) within the department.

The changes described above are a paradigm shift for the department and remain a work in progress. That being said, we are excited to rebuild our highway safety program to include in house staff with consultant support as needed to reduce fatal and serious injury crashes in New Hampshire.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The NH HSIP is administered centrally and governed by a committee chaired by the NHDOT Assistant Director of Project Development (planned to be the Highway Safety Administrator in 2024) and includes representatives from the NHDOT Bureaus of Highway Design, Traffic, Highway Maintenance, and Planning & Community Assistance; RPCs, MPOs, municipalities, and the FHWA NH Division. The monthly committee meetings review the selection and progress of RSA's and HSIP projects and initiatives, and program finances. Regional Planning Commissions are encouraged to incorporate the HSIP principle of data driven project selection in their Transportation Improvement Plan development.

Where is HSIP staff located within the State DOT?

Other-Executive Office

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

Municipally-maintained local roads and intersections are included in the screening with State-maintained sites and are evaluated using the same methodology. Traffic data are not available for the majority of rural collector or rural and urban local roads (functional classes 8, 9, and 19), and therefore the volumes are estimated based on similar roads that have measured data. Urban and rural local roads are categorized separately from the other functional classes in network screening to account for the lower reliability of this estimated volume data. The State is seeking to acquire or develop volume data on the roads for which it is currently lacking as required for MIRE.

The NHDOT has begun learning about local road safety plans through the technical assistance of FHWA, including the UNH Local Transportation Assistance Program (LTAP) with the objective of piloting this initiative in the near future.

There are no tribal roads in New Hampshire.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Administration

In New Hampshire, the six Highway Maintenance districts are within the Division of Operations and represent the "districts/regions", "maintenance", and "operations" categories.

Describe coordination with internal partners.

The State’s HSIP is centrally administered with input from external stakeholders through the HSIP Committee. The NHDOT selects candidates for improvement using historical network screening results which are then corroborated with recent crash data. In addition, the NHDOT solicits applications for Road Safety Audits (RSA's) to identify locations with documented crash history that may be improved through safety countermeasures. The candidate locations are then disseminated to the NHDOT's safety partners via the HSIP Committee for review and comment. For all the candidate locations, the Committee will consider the scope and cost of the anticipated improvements in relation to the overall program funding constraints, and the improvement's expected benefit/cost ratio. Candidates not selected into the HSIP may be recommended for consideration via other funding programs.

The NHDOT Safety Section continues to work with the assistance of the FHWA NH Division to regain and sustain the necessary tools and expertise for a rigorous data-driven safety program.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

The NHDOT works collaboratively with the UNH LTAP to provide training and disseminate information. In addition, the NHDOT has included the NH Association Chiefs of Police in efforts to address excessive speeding.

Describe coordination with external partners.

The HSIP committee meets monthly with internal and external partners. The NHDOT Bureau of Highway Design - Safety Section prepares and disseminates (by email) meeting agendas and notes, program financial

data, and relevant project reports. This information is reviewed and discussed at the monthly meetings, with key items voted upon when necessary as dictated by the NHDOT HSIP Policy.

The New Hampshire "Driving Toward Zero" coalition consists of 37 (and counting) highway safety partners representing each of the 4-(or 5, 6)-E's. The coalition's primary role is to inform development of the New Hampshire Strategic Highway Safety Plan (SHSP). The NHDOT is developing means to keep the coalition engaged in implementing the SHSP and promoting safe driving behavior.

Describe HSIP program administration practices that have changed since the last reporting period.

The NHDOT saw a significant decline in personnel assigned to the highway safety program due to attrition and a nationwide workforce recruitment/retention crisis. At one point, for several months, all of our highway safety/active transportation positions were vacant. In March, 2023 the NHDOT began restructuring the highway safety program so that we identified positions that are project delivery focused with separate positions (still be reclassified as of this report) for program management. We expect the ongoing changes to bring fruitful improvements in 2024.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The FAST Act disqualified the use of HSIP funds for non-infrastructure projects. The NHDOT continues to work with our safety partners via the SHSP to advance non-infrastructure safety initiatives utilizing funding from NHTSA or other public or private sources. NHDOT has also leveraged FHWA Technology Deployment Funds to create and air safety-related public service announcements on statewide radio stations. With the passage of the IIJA/BIL, the NHDOT understands that HSIP funds can once again be used for non-infrastructure projects; however, our ongoing restructuring of the highway safety program did not allow us to take advantage of this option in 2023.

The NHDOT is currently looking for opportunities to optimize non-infrastructure safety investments by collaborating with our safety partners in the New Hampshire Department of Safety, Office of Highway Safety (NHDOS OHS) and other safety partners.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

The NHDOT will be updating the current (2013) HSIP Guidance Manual as a high priority in the coming months.

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- HRRR
- Intersection
- Left Turn Crash
- Local Safety

- Low-Cost Spot Improvements
- Median Barrier
- Pedestrian Safety
- Right Angle Crash
- Roadway Departure
- Rural State Highways
- Segments
- Shoulder Improvement
- Sign Replacement And Improvement

Program: Bicycle Safety

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-EPDO

Exposure

- Traffic
- Volume

Roadway

- Other-Site Subtype

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Horizontal Curve

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-Run Off the Road

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Other-Site Subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: HRRR

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only
- Other-Run Off the Road

Exposure

- Traffic
- Volume

Roadway

- Other-site subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Intersection

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-Run Off the Road

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Other-Site Subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Left Turn Crash

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only • Other-Run Off the Road	• Traffic • Volume	• Other-site subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Local Safety

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes

- Traffic
- Volume

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Other-RSA local agency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Low-Cost Spot Improvements

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Other-site subtype

- Other-Run Off the Road

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment
- Other-RSA request from local agencies

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Median Barrier

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-Run Off the Road

Exposure

- Traffic
- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

no medians on local roads

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Pedestrian Safety

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal crashes only • Fatal and serious injury crashes only		

What project identification methodology was used for this program?

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

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Ranking based on B/C:50
Available funding:50

Program: Right Angle Crash

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only • Other-Run Off the Road	• Traffic • Volume	• Other-site subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Roadway Departure

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-EPDO

Exposure

- Traffic
- Volume

Roadway

- Other-Site Subtype

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?
No

Describe the methodology used to identify local road projects as part of this program.
EPDO

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration
Ranking based on B/C:50
Available funding:50

Program: Rural State Highways

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?
Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Segments

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only • Other-Run off the Road	• Traffic • Volume	• Median width • Other-Site subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Shoulder Improvement

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Roadside features

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-HSIP Committee evaluation
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

Program: Sign Replacement And Improvement

Date of Program Methodology:10/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only
- Other-Run Off the Road

Exposure

- Traffic
- Volume

Roadway

- Other-site subtype

What project identification methodology was used for this program?

- Expected crash frequency with EB adjustment
- Other-Run off the Road

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-HSIP Committee evaluation

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:50
Available funding:50

What percentage of HSIP funds address systemic improvements?

25

HSIP funds are used to address which of the following systemic improvements?

- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation
- Upgrade Guard Rails

What process is used to identify potential countermeasures?

- Crash data analysis
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

Connected vehicles and ITS technologies is a very broad category so that basic program awareness is critical to all aspects of the NHDOT program. With regard to HSIP, there are several ITS technologies that are currently on our radar, including real time traffic data, historic speed data, traffic signal optimization, and wrong way driving countermeasures. We expect the list to grow as new and improved technologies emerge.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The NHDOT uses the Highway Safety Manual, Part D, to support our project selection and evaluation of improvement alternatives. Crash modification factors are selected from the HSM and the CMF Clearinghouse website. The NHDOT strives to achieve an initial benefit-cost ratio of at least 2.0 for new spot improvement projects to ensure that as the projects' scopes and costs evolve through the project development process, a favorable b-c ratio (greater than 1.0) can be sustained.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

The restructuring of our highway safety program provides an opportunity to reevaluate all of our previous practices and methodologies. Adding the non-traditional perspectives of a program manager, data analyst, and transportation planner, along with improved collection of traffic and crash data, will help the NHDOT to take a more data driven approach to addressing highway safety concerns, both systemically and systematically.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$14,447,727	$9,696,086	67.11%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$1,864,186	$1,864,186	100%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$1,225,000	$143,520	11.72%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$17,536,913	$11,703,792	66.74%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$2,374,271

How much funding is obligated to local or tribal safety projects?

$2,374,271

Projects include locally managed infrastructure improvements primarily on municipally owned/maintained highways. Some are numbered routes within urban compacts. The list includes only those projects that are HSIP funded.

How much funding is programmed to non-infrastructure safety projects?

$709,500

How much funding is obligated to non-infrastructure safety projects?

$214,500

The funding shown above does not include several Road Safety Audits (RSA's) as they are expected to result in infrastructure improvements.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

50%

Due to recent highway safety project delivery challenges, New Hampshire transferred up to 50% of the programmed HSIP funding for FY 2023 out of the HSIP program in order to utilize larger than expected Federal redistribution funds.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

The State of New Hampshire Highway Fund, comprised of revenue from motor vehicle fuel taxes and other fees, is devoted to State-funded highway operations and maintenance. Thus New Hampshire's Federal highway funding, rather than being matched by State funds, is matched by Federal funds via the use of turnpike toll credits. The result is that highway safety funding in New Hampshire is entirely reliant on Federal funding. Any interruption of Federal highway funding would lead to a cessation of New Hampshire's highway safety program. Also, this lack of State highway funds prevents the State of New Hampshire from being able to leverage the limited Federal safety funds by matching them with State funds, which could support an expanded safety program.

In addition, recent workforce recruitment and retention challenges in the civil engineering/transportation profession (both within the DOT and for external consultants/contractors) have added another layer of impediment to project delivery. Recent reorganization of the highway safety program within the DOT, including dedicated on-call consultant services, should help to overcome this challenge.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

The NHDOT road safety audit application and selection process provides a predictable and objective means for communities to have their priority safety concerns addressed in a timely manner. Furthermore, the use of the Highway Safety Manual and the companion Crash Modification Factor Clearinghouse provides a data driven process for selecting and evaluating countermeasures.

Recent upward trends in highway fatal and serious injury crashes have prompted an increase in road safety audit applications so that the NHDOT cannot complete all of the eligible audits with available resources. Various strategies are being considered to address this challenge.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

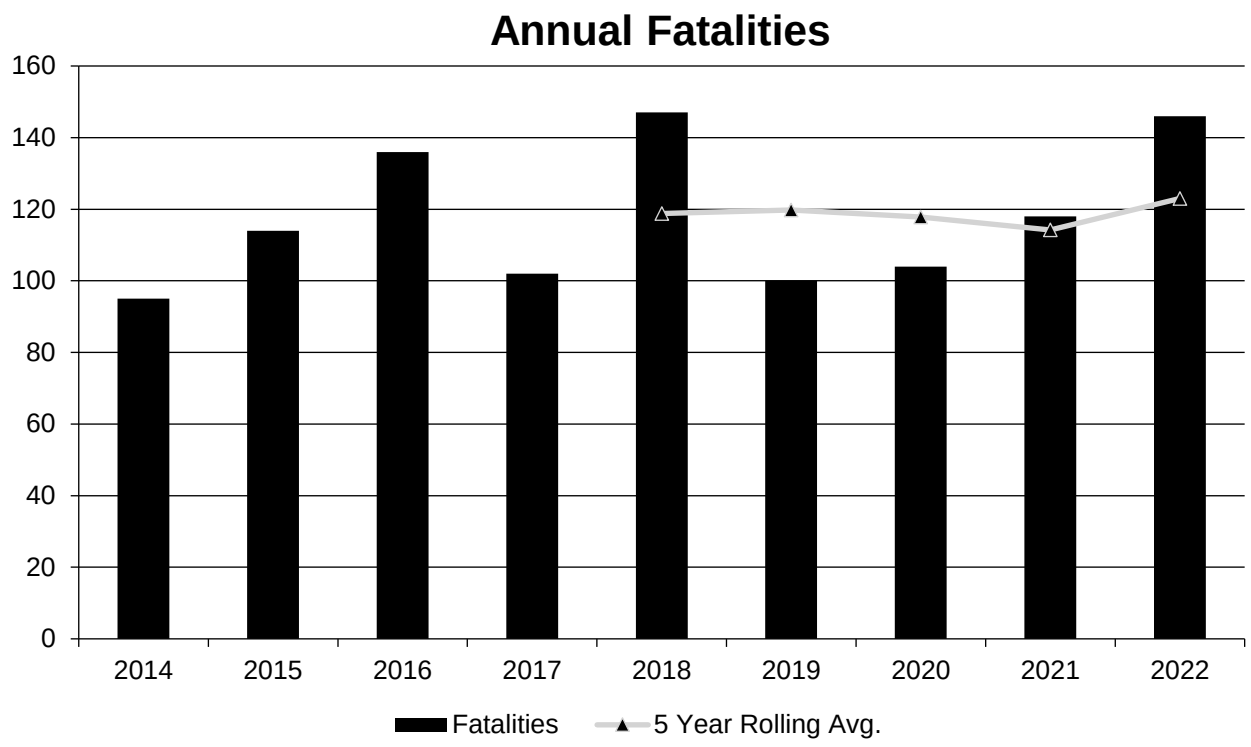
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
District 2 Guardrail	Roadside	Barrier- metal	0		$2465801	$2465801	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Exeter	Pedestrians and bicyclists	On road bicycle lane			$1294979	$1294979	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	0		Town or Township Highway Agency	Spot	Bicyclists	
Merrimack	Pedestrians and bicyclists	Pedestrians and bicyclists – other	700	feet	$505022	$505022	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	0		Town or Township Highway Agency	Spot	Pedestrians	
Nashua	Pedestrians and bicyclists	ADA curb ramps			$530233	$530233	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	0		City or Municipal Highway Agency	Spot	Pedestrians	
Pembroke-Meredith	Roadway	Rumble strips – edge or shoulder			$528000	$528000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
Statewide South Guardrail	Roadside	Barrier- metal			$687500	$687500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Wilton-Milford-Amherst-Bedford	Roadway	Restripe roadway to revise separation between opposing lanes and/or shoulder widths			$5609530	$5609530	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Lane Departure	
Multiple projects, Road Safety Audits	Miscellaneous	Road safety audits	4	Numbers	$187000	$187000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
Multiple projects, HSIP Implementation	Miscellaneous	Miscellaneous - other			$214500	$214500	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency			

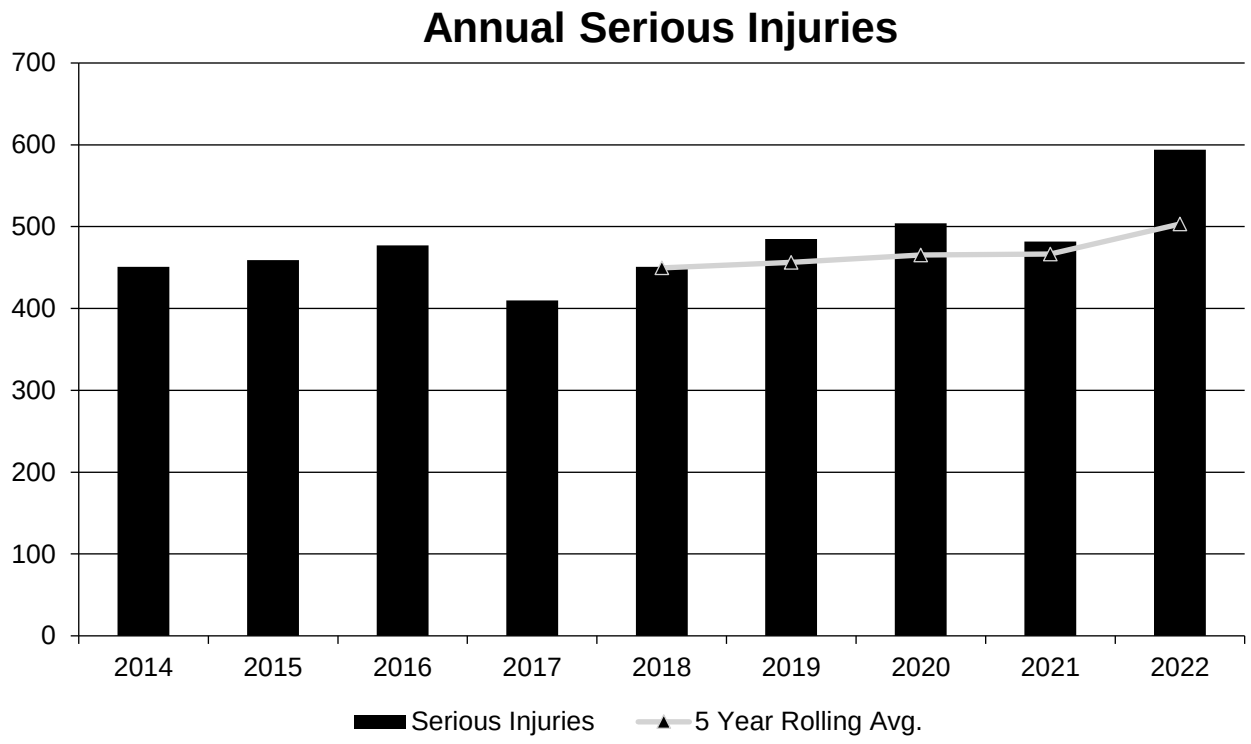
Safety Performance

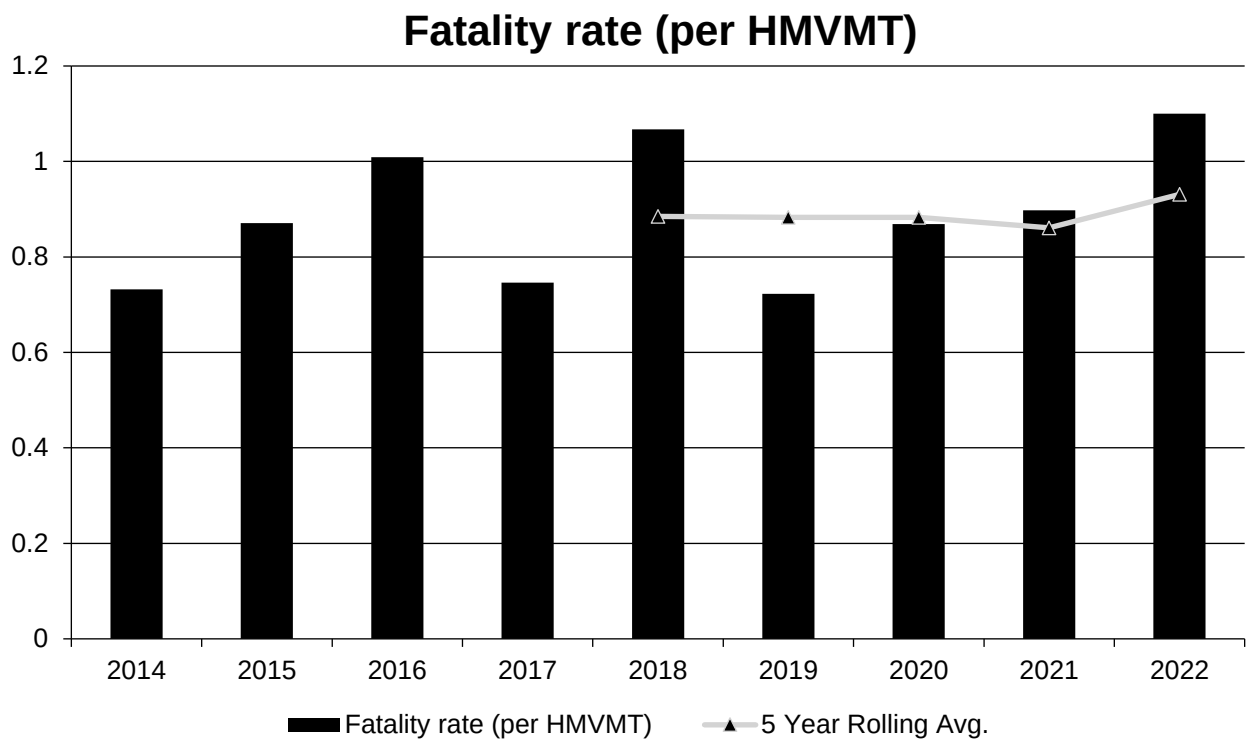
General Highway Safety Trends

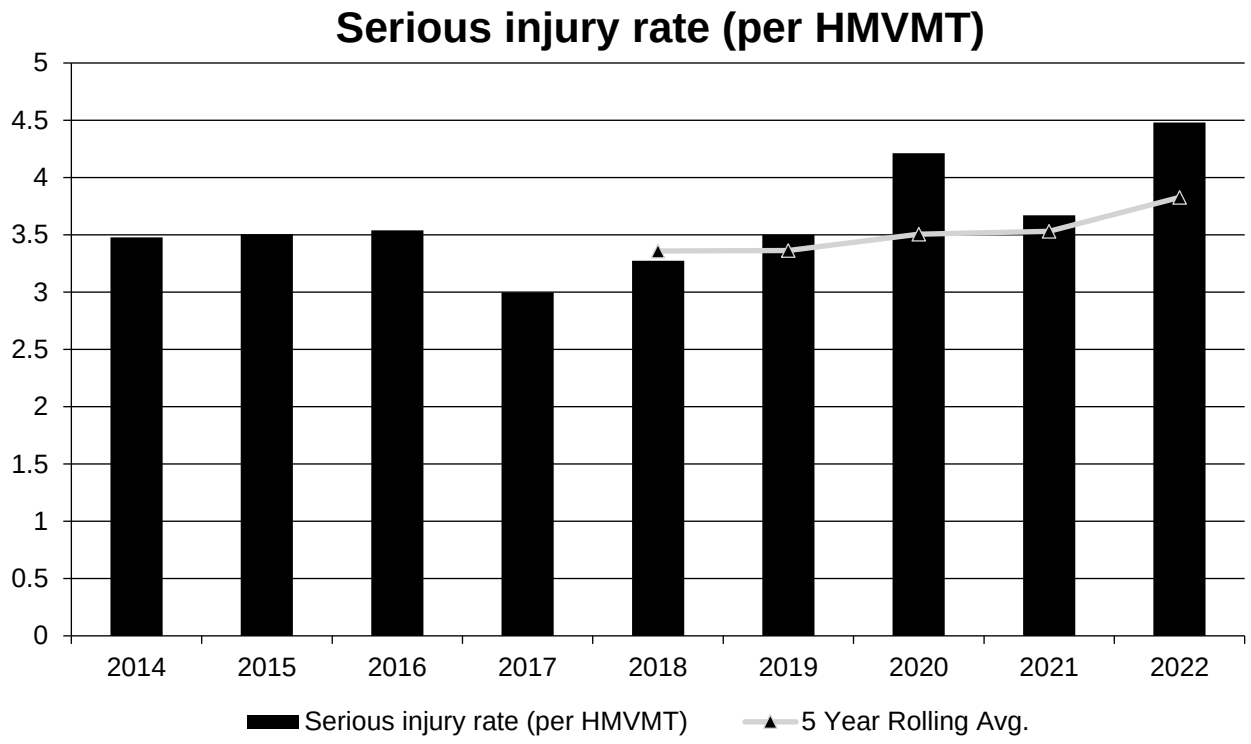
Present data showing the general highway safety trends in the State for the past five years.

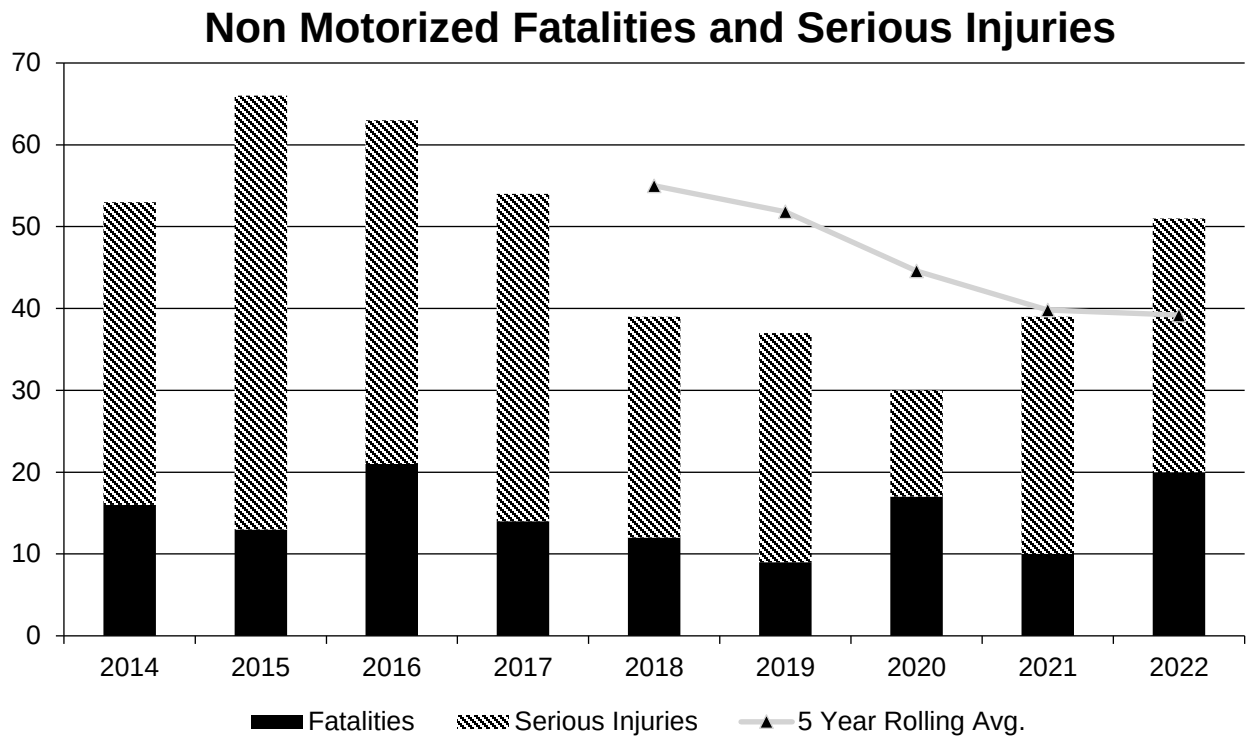
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	95	114	136	102	147	100	104	118	146
Serious Injuries	451	459	477	410	451	485	504	482	594
Fatality rate (per HMVMT)	0.732	0.871	1.009	0.746	1.067	0.723	0.869	0.898	1.100
Serious injury rate (per HMVMT)	3.477	3.505	3.540	2.997	3.275	3.501	4.211	3.670	4.480
Number non-motorized fatalities	16	13	21	14	12	9	17	10	20
Number of non-motorized serious injuries	37	53	42	40	27	28	13	29	31


Annual Fatalities
160
140
120
100
80
60
40
20
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Private	1		1	
Rural Principal Arterial (RPA) - Interstate				
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				
Rural Minor Collector	6.2		0.73	
Rural Major Collector	12		1.42	

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	9.6		1.34	
Urban Principal Arterial (UPA) - Interstate	7.6		0.38	
Urban Principal Arterial (UPA) - Other Freeways and Expressways	8.2		0.52	
Urban Principal Arterial (UPA) - Other	8.4		0.85	
Urban Minor Arterial	14.4		0.89	
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street				

Year 2017

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency				
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				
State Highway Agency				

Provide additional discussion related to general highway safety trends.

New Hampshire saw a significant spike in highway fatalities in 2022, reaching a level not seen since 2018. Unfortunately, 2023 is nearly keeping pace with the prior year and the previous downward trend seems to be flattening, even turning up. The prospects for reaching our SHSP goal of reducing highway fatalities by 50% by 2035 are dim. It is clear that infrastructure changes alone will not reverse this trend. The NHDOT is working to improve collaboration with our enforcement partners to increase awareness to safe driving practices.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:120.0

Describe the basis for established target, including how it supports SHSP goals.

Fatalities in the last decade have shown wide variation over a one to two-year cycle, with the number of 2019 and 2020 fatalities being among the lowest values for the decade, but with the annual number of fatalities having climbed in 2021 despite the substantially reduced traffic volumes. The slightly declining trend computed by the data is not indicative of anticipated performance. Specifically, the very poor performance seen in 2018 heavily influenced the computed trend line based on the five year average. While the 2018 data drops out of the five year average computation, it is replaced by an equally poor performance for 2022. The target conflicts with SHSP goals to reduce highway fatalities by 50% by 2035 (working toward zero by 2050); however, the target supports an increased reliance on the implementation of proven systematic roadway departure countermeasures to address this critical emphasis area, and the improved safety performance that will result. The target also demonstrates a need to work with our SHSP coalition to raise awareness and change the current culture.

Number of Serious Injuries:509.6

Describe the basis for established target, including how it supports SHSP goals.

The number of serious injuries had been increasing since 2017 but declined slightly in 2021 before spiking to a high of 626 in 2022. Also worth noting is that despite the substantial reduction in vehicle miles traveled in 2020 during the COVID-19 pandemic, the number of serious injuries was the highest since 2012 (before topped by the results of 2022), resulting in a spike in the serious injury rate.

The rising trend computed by the data is not acceptable to determine a target as it would be contrary to the core objective of the state's Driving Toward Zero initiative. The computed five year average in 2022 of 509.6 would suggest an upward trend and a projected target of 521.5 for 2024. Accepting an upward trend target is contrary to the goals of the SHSP so the adopted target is equal to the computed five year average of 509.6 in 2022. The target supports SHSP goals by reflecting the increasing reliance on the implementation of proven systematic roadway departure countermeasures to address this critical emphasis area, and the improved safety performance that will result.

Fatality Rate:0.919

Describe the basis for established target, including how it supports SHSP goals.

Similar to the number of fatalities, the slightly declining trend computed by the data is not indicative of anticipated performance. Specifically, the very poor performance seen in 2018 continues to heavily influence the computed trend line as does the equivalent spike in 2022. The actual performance that will ultimately be reported for 2024 will no longer include the 2018 data point; however, it will be replaced by the 2022 data. The 2024 target has been computed based on a slightly rising trend that would require a 2023 annual rate of 0.859, comparable to the mean of the prior decade. The target supports SHSP goals by reflecting the increasing reliance on the implementation of proven systematic roadway departure countermeasures to address this critical emphasis area, and the improved safety performance that will result.

Serious Injury Rate:3.877

Describe the basis for established target, including how it supports SHSP goals.

The rate of serious injuries had been increasing since 2017 but declined in 2021 before a spike in 2022. Also worth noting is that despite the substantial reduction in vehicle miles traveled in 2020 during the COVID-19 pandemic, the number of serious injuries was the highest since 2012 (before the 2022 results), resulting in a spike in the serious injury rate.

The rising trend computed by the data is not acceptable to determine a target as it would be contrary to the core objective of the state's Driving Toward Zero initiative. Therefore, it is recommended that the computed five year average rate of 3.877 for 2022 be adopted as the 2024 target. This target supports SHSP goals by reflecting the increasing reliance on the implementation of proven systematic roadway departure countermeasures to address this critical emphasis area, and the improved safety performance that will result.

Total Number of Non-Motorized Fatalities and Serious Injuries:39.4

Describe the basis for established target, including how it supports SHSP goals.

Trend analysis indicates a declining trend and a 2024 target value of 32.1 non-motorized fatalities and serious injuries. Because achieving this target would require safety performance significantly better than all prior years, a more modest target of 39.4 is recommended, matching the computed five year average for 2022.

The target supports SHSP goals by reflecting the planned expanded use of systematic pedestrian crossing improvements to address this critical emphasis area, and the improved safety performance that will result. In addition, the new focus on and HSIP allocation for non-motorized safety will renew and sustain consistent improvement in this measure.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Building upon the successful target-setting practices that had been developed and documented in prior years, the NHDOT began the annual target-setting with a meeting among the safety stakeholders. A meeting among the principal participants in the target setting, including the NHDOT, the NH Office of Highway Safety (NHOHS), a representative MPO, NHTSA, and the FHWA NH Division was held to review and confirm the target-setting process to be undertaken. Using data provided by the NH Department of Safety (NHDOS) and Division of Motor Vehicles, the NHDOT compiled the data, computed trend lines and draft targets, modified the targets as appropriate to consider the influence of external factors, and composed narratives to document and explain the selected targets. These draft targets were reviewed with the NHDOT HSIP Committee, the NHOHS, the FHWA NH Division, and the NH metropolitan planning organizations, and approved by the NHDOT commissioner. The adopted targets for the three common safety performance measures (number of fatalities, rate of fatalities, number of serious injuries) match those published by the NHOHS in their annual Highway Safety Plan even though this was not required by NHTSA for 2024.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	117.8	123.0
Number of Serious Injuries	465.4	503.2
Fatality Rate	0.874	0.931
Serious Injury Rate	3.506	3.827
Non-Motorized Fatalities and Serious Injuries	38.0	39.2

Annual crash performance over the last decade has exhibited wide relative variation, with no clear causative factors, either favorable or unfavorable, having been identified by the NHDOT or the NH Office of Highway Safety. The most common contributing factors in NH's most severe crashes are behavioral including impairment, speeding, and distraction or inattention, compounded by a relatively low usage rate of passenger restraints. Because rural roadway departure (RwD) crashes are over-represented in NH's fatal and serious injury crashes, and to counter these common contributing behavioral factors, NHDOT coordinates closely with the NH Office of Highway Safety as they apply NHTSA funds toward addressing these risk factors. In addition, NHDOT's HSIP has been trending toward a greater emphasis on systemic and systematic improvements, as advocated by the FORRRwD initiative, including guardrail modernization and curve warning sign improvements, and soon to include a renewed deployment of rumble strips and the installation of durable and wet-reflective pavement markings. All of these are proven countermeasures for reducing RwD crashes.

With regard to serious injury crashes, the 2020 peak experienced in NH and elsewhere, despite the substantially reduced traffic volumes, caused a significant spike in the serious injury rate and elevated the five-year averages for both the number and rate of serious injuries.

In 2023, the NH DOT restructured the highway safety program so that it now reports directly to the Assistant Commissioner/Chief Engineer, elevating the status so that highway safety can be integrated into the culture of the agency and not simply housed in a silo in one bureau. As the highway staff is restored, the focus will be on building relationships with highway safety stakeholders and developing performance measures to assure implementation of identified action items.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	23	20	30	25	24	23	28
Number of Older Driver and Pedestrian Serious Injuries	80	80	67	67	72	51	98

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Other-SHSP action item performance measures

The NHDOT is concerned that our SHSP identifies numerous action items, assigning responsibility to specific agencies and stakeholders, but that we have not developed performance measures associated with those action items with which to measure success. We have bookmarked this concern as a matter to address with the next SHSP update.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Benefit/cost ratio is evaluated for each HSIP project and program. The NHDOT will develop procedures to identify actual benefits of each investment once implemented.

Change in fatalities and serious injuries is tracked weekly versus the previous year to date and against previous years by our Department of Safety.

SHSP action item performance measures will be included in the next update of the SHSP.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

Describe significant program changes that have occurred since the last reporting period.

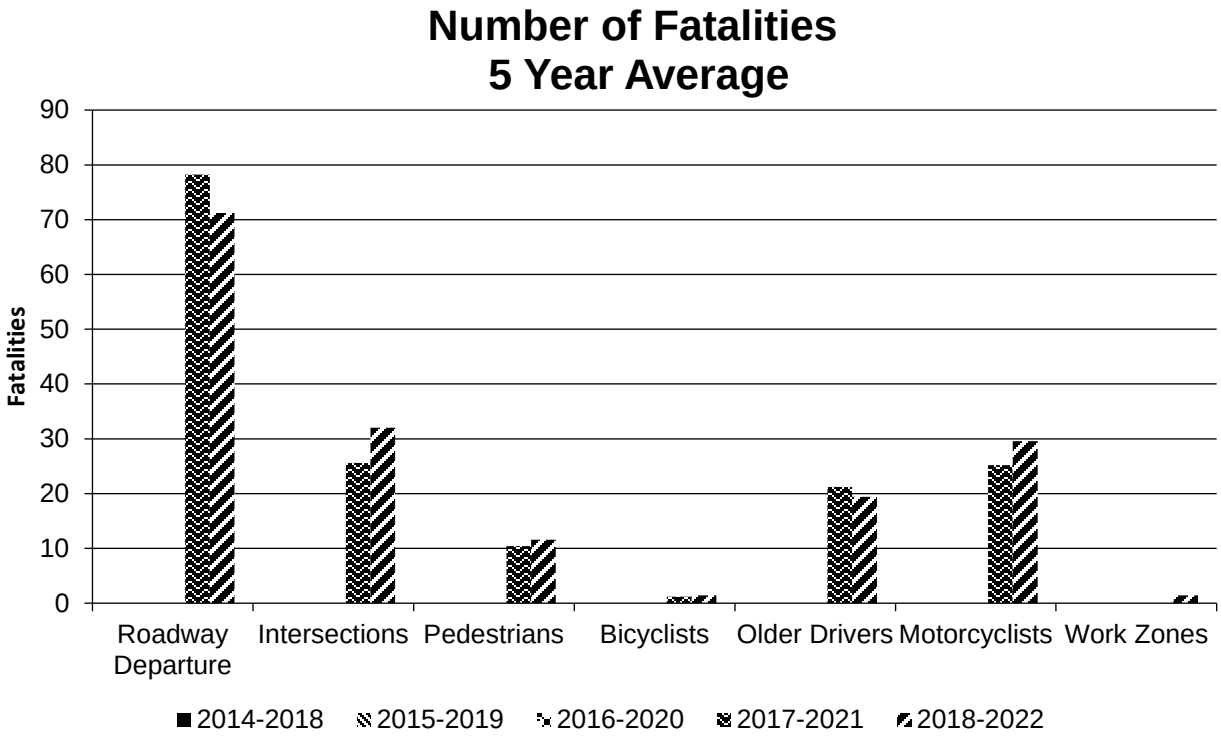
The NHDOT highway safety program has been elevated to report directly to the Assistant Commissioner/Chief Engineer. The Highway Safety Administrator position was created to oversee both project delivery and program management aspects of the highway safety program and to serve as a champion for highway safety for the NHDOT.

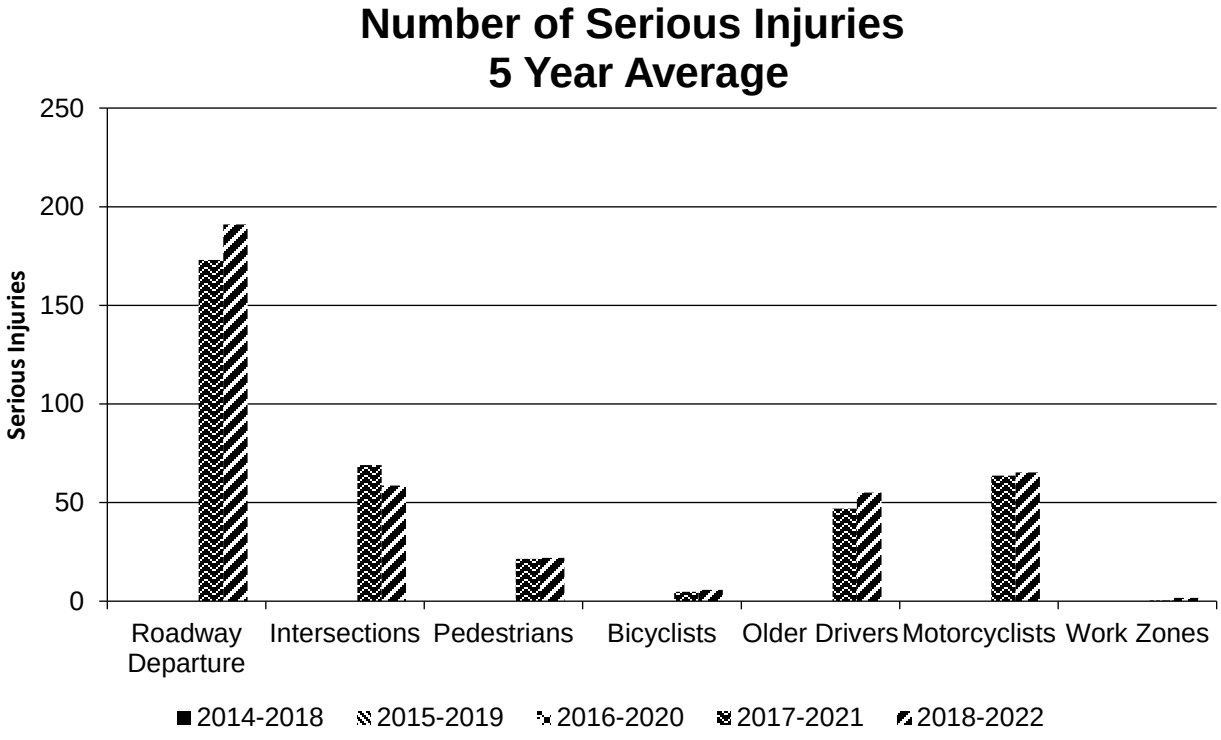
Effectiveness of Groupings or Similar Types of Improvements

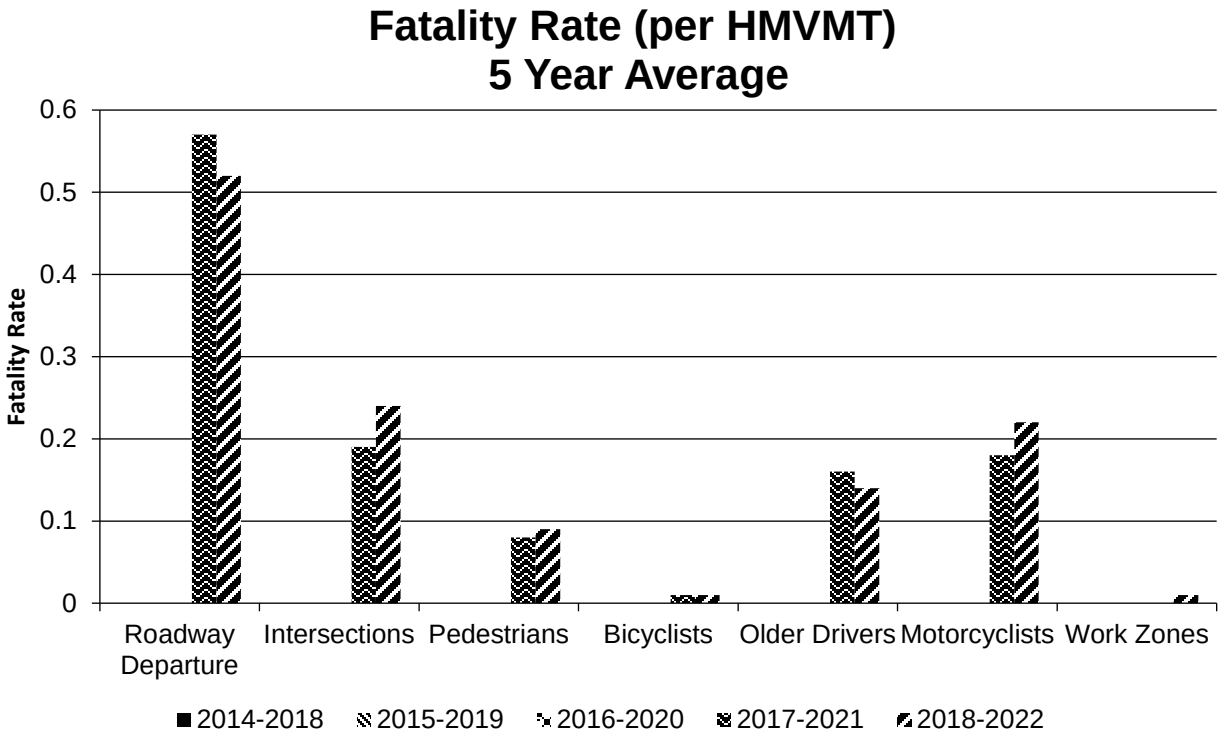
Present and describe trends in SHSP emphasis area performance measures.

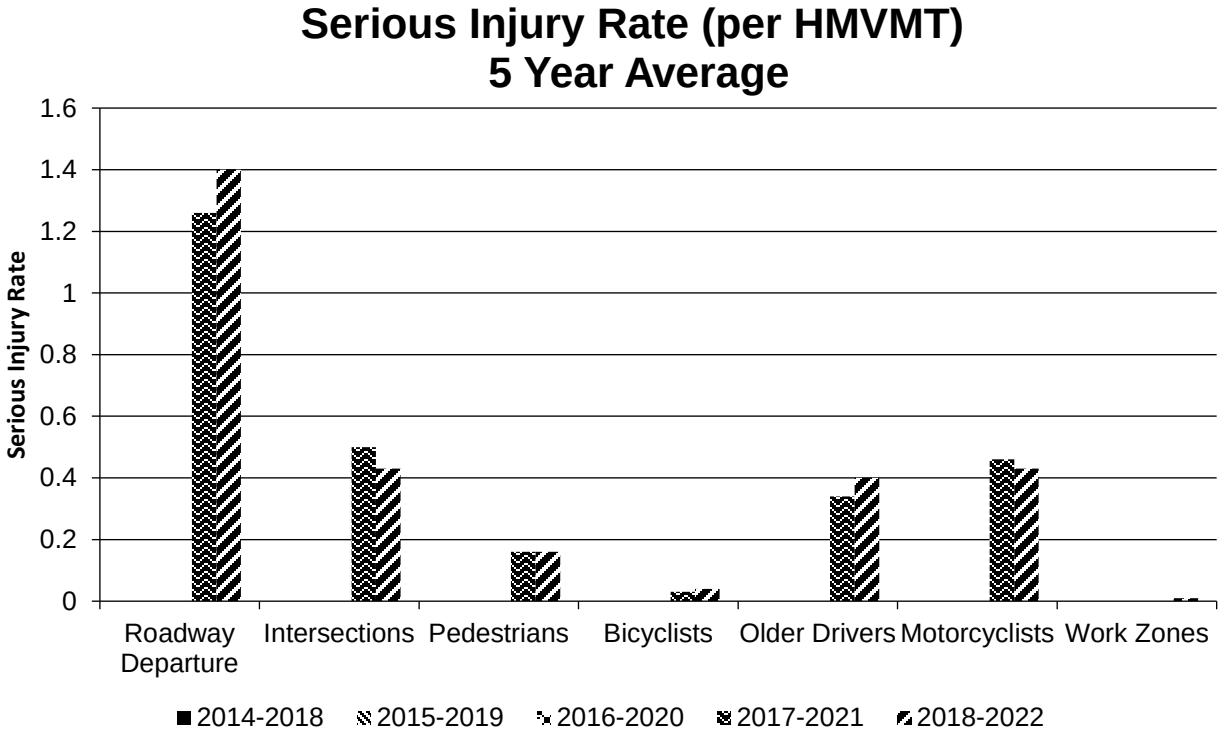
Year 2022

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		71.2	191	0.52	1.4
Intersections		32	58.6	0.24	0.43
Pedestrians		11.6	22	0.09	0.16
Bicyclists		1.4	5.8	0.01	0.04
Older Drivers		19.4	55	0.14	0.4
Motorcyclists		29.6	65.2	0.22	0.43
Work Zones		1.4	1.6	0.01	0.01


Number of Fatalities
5 Year Average
Fatalities
90
80
70
60
50
40
30
20
10
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
0.6
0.5
0.4
0.3
0.2
0.1
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/01/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

When does the State anticipate completing it's next SHSP update?

2027

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	87	58								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			5	5						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					10					
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					10					
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**99.28**	**97.67**	**88.13**	**88.13**	**83.64**	**81.82**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

As part of the response to a Corrective Action Plan (CAP) issued by the FHWA, the NHDOT is taking a broad perspective approach to addressing several traffic and infrastructure data elements. We are aware of the 2026 MIRE deadline and are confident that we will meet it through a combination of actions. Specifically, the HSIP Committee approved a project, using HSIP funding, to secure traffic data for all public roads. The NHDOT has also been working with our traffic data and GIS resources to identify intersection controls (stop, yield, traffic signal) at all intersections of public roads.

Optional Attachments

Program Structure:

New Hampshire HSIP Guidance2013.doc
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.