

GOVERNOR'S SPECIAL TASK FORCE ON HIGHWAY SAFETY



Preliminary Findings and Recommendations

October 8, 2025



INTRODUCTION

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Her Excellency, Governor Kelly A. Ayotte,

The Task Force has examined the current laws, policies, and existing data as well as conversed with many victims and stakeholders throughout the State regarding New Hampshire roadways and highway safety. It is apparent from the work done by the Task Force, the Department of Safety and the Department of Transportation that the roads in New Hampshire are safe compared to other states. Additionally, New Hampshire has an abundance of effective laws already in existence regarding motor vehicles and highway safety and only where we felt there were gaps did we recommend any new ones. Moreover, the work completed so far by the Task Force has found that increased enforcement, enhanced education and training, and some rule and policy changes will help improve highway safety and result in fewer deaths on our roadways along with a decrease of incidents involving impaired driving. These approaches involve many stakeholders, including law enforcement, prosecutors, judges, educators, departments, policy makers and the general public. The report below will provide a detailed analysis of training opportunities and areas to enhance.

Respectfully submitted by,

The Governor's Special Task Force on Highway Safety

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- Assistant Commissioner Eddie Edwards, Department of Safety
- Colonel Mark Hall, New Hampshire State Police
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- Ryan McFarland, Bureau of Hearings Chief, Department of Safety
- Tim Crowley, President, New Hampshire Association of Chiefs of Police
- Mike Geha, President, New Hampshire Police Association
- Rod Forey, Retired New Hampshire State Police
- Dan Goodman, AAA Northern New England
- Bob Kelley, Amethyst Foundation
- Beth Shaw, Parent Road Safety Advocate
- David Croke, Parent Road Safety Advocate
- Jacob Evangelista, Youth Representative

OBJECTIVE

- **Conduct a Comprehensive Analysis:** Review accident reports and traffic data to identify trends, risk factors, and any gaps in our current safety measures.
- **Evaluate Existing Policies:** Assessing our current laws, rules, enforcement practices, and roadway conditions to determine their effectiveness and pinpoint areas where improvement is needed.
- **Engage with Stakeholders:** Collaborate with local and state authorities, road safety experts, and community representatives to gather a diverse range of insights.
- **Develop Strategic Recommendations:** Propose effective strategies and actionable plans-ranging from legislation, enhanced enforcement protocols, advanced training and any targeted infrastructure improvements-that will significantly boost highway safety.

GOAL

Identify risk factors that contribute to fatal or serious injury crashes on New Hampshire roadways and to develop actionable recommendations to mitigate these deadly accidents.

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Recognizing Roadway Fatalities as Preventable Crashes with Victims, Not Accidents

Across the United States, more than 39,000 people were killed in motor-vehicle crashes in 2024—roughly one death every twelve minutes.([nhtsa.gov](https://www.nhtsa.gov)) New Hampshire saw 134 of those lives lost, a five-percent jump from the prior year.([burnsbryant.com](https://www.burnsbryant.com)) Each number represents parents, children, friends, and neighbors whose deaths were not random mishaps but the foreseeable result of dangerous choices: driving under the influence, texting behind the wheel, or treating a one-ton vehicle as a toy at triple-digit speeds. When a lethal combination of speed, weight, and recklessness ends a life, the harm mirrors firing a loaded weapon in a crowded room.

Calling these events “accidents” blunts accountability. The term implies inevitability, excusing conduct that our laws, engineering, and common sense already know how to deter. “Crash” is the accurate word; it places responsibility squarely on the driver who chose to speed, drink, or scroll. A victim-centered vocabulary is the first step toward a justice system that treats roadway deaths like other acts of violent negligence.

Real victims deserve real justice. Families who lose a loved one to a reckless driver endure the same grief and economic loss as families of homicide victims, yet their cases often receive softer charging decisions, shorter sentences, or diversion to traffic court. Elevating these crimes to parity with other negligent homicides would:

- Affirm the dignity of victims through full investigative resources and prosecutorial priority.
- Enable restitution orders that cover funeral costs, lifelong medical care, and lost income.
- Signal to would-be offenders that a driver’s license is not a shield against criminal accountability.

Reframing crashes also sharpens prevention. States that emphasize aggressive DWI and speed enforcement, mandatory ignition-interlock devices, primary seat-belt laws, and data-driven hotspot policing consistently post lower fatality rates. Public-safety messaging should follow suit, replacing “be careful” slogans with clear cause-and-effect warnings:

drive impaired, kill someone, go to prison. Insurance surcharges, license suspensions, and mandatory driver-retraining can reinforce the message before tragedy strikes.

New Hampshire's path forward is clear. Strengthen enforcement while also changing a culture equating fatal reckless-driving crashes with homicide. Provide resources for dedicated crash-investigation units and victim-advocates. Expand high-visibility sobriety and speed checkpoints on corridors with the highest fatal-crash densities. Finally, launch an annual "Not an Accident" public-awareness campaign that counts every life lost on our roads in real time—because behind each statistic is a name, a story, and a family that deserves more than a shrug of inevitability.

Roadway deaths are preventable. They are not accidents. Treat them—and their victims—accordingly.

Summary of Recommendations

ADMINISTRATIVE LICENSE SUSPENSION (ALS)

Recommendation 1: Law enforcement and prosecutors should consider utilizing Saf-C 204.13: *Persons Hazardous to Public Safety* when encountering highly reckless or dangerous driving behavior, even where there will be a prosecution. The Attorney General should consider offering criteria or guidelines.

Recommendation 2: Promote efforts to strengthen the consequences for refusing to consent to post-arrest request to submit to blood or breath testing in driving under the influence (DWI) arrests.

AGENCY POLICY & PRACTICE

Recommendation 3: State agencies should engage in collaboration and practices that enhance applicable driver safety rules and laws.

- 3a. The Attorney General's office should provide a policy direction memo to law enforcement and prosecutors for standardized practices and become a central hub for training, information dissemination, and collaboration.
 - 3b. A pilot program should be established for prosecutors to be on call for search warrants during off-hours to assist law enforcement during the Drug Recognition Expert's (DRE's) E high-visibility saturation patrols.
 - 3c. Prosecutors and law enforcement agencies should collaborate with the NH Circuit Courts to establish a pilot program for judges to be on call for search warrant requests during off-hours throughout the DRE's high-visibility saturation patrols.
 - 3d. Law enforcement should coordinate with DREs throughout the State to establish best practices and tools for preliminary roadside drug screen testing.
 - 3e. The Department of Safety (DOS) should work with the Department of Justice (DOJ) to provide the best practices for submission of Administrative letters to the Division of Motor Vehicles (DMV) by law enforcement to address driving while intoxicated, wrong-way driving, excessive speed, and distracted driving.
 - 3f. The Department of Justice should work with Police Standards and Training (PS&T) and local law enforcement to ensure agencies are trained on proper submission protocols for requesting an Administrative Action Request.
 - 3g. The state should establish a pilot phlebotomist program and also look to current resources within the local Fire and EMS community.
 - 3h. State police should collaborate with county and local law enforcement agencies to increase coordinated high visibility saturation patrols throughout NH roadways.
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- 3i. The DOS and the Department of Transportation (DOT) should collaborate to determine the crash rate and miles of roads travelled to prioritize enforcement efforts along the highest crash corridors. The primary focus of these efforts will be during high traffic commute hours for speed, distracted driving, and pedestrian/bicycle.
- 3j. The NH PS&T should partner with the DOS- Governor’s Office of Highway Safety, to work toward all law enforcement officers being certified in Advanced Roadside Impaired Driving Enforcement (ARIDE).
- 3k. The NH DOT should continue to host the NH Highway Fatalities Summit to focus on infrastructure improvements and collaboration with other state and local agencies.
- 3l. The DOT should continue with its NH Driving Toward Zero efforts.
- 3m. The Department of Safety should coordinate with the Department of Health and Human Services (DHHS) to make changes to the Impaired Driver Care Management Program (IDMCP) that more adequately follow implement the goal of the IDMCP to reduce recidivism among individuals who have been convicted of driving while intoxicated. The following actions should be considered:
- The Commissioners of DOS and DHHS present a plan to the Governor on how both agencies will collaborate to meet the goals of the IDMCP program;
 - Consideration given to replacing the American Society of Addictive Medicine (ASAM) guidelines with the Impaired Driver Assessment (IDA) in rule and in practice so that recidivism criteria rather than mental health diagnosis take precedent.
 - Consideration given to codifying mandatory minimum service plans, which should be increased when identified high risk factors are present (e.g. excessive speed, accident, children in the vehicle, wrong way driving, elevated BAC, prior criminal history, etc.).
 - Consider requiring the completion of the full IDCMP for all subsequent offenses regardless of the timeline as consistent with criminal justice system precedents.
 - Consider reestablishing regulatory focus on the protection of the public safety.
- 3n. Fully implement J-One Program’s data collection and data sharing to enhance enforcement compliance.

DRIVING WHILE INTOXICATED (DWI): DRUGS AND ALCOHOL

Recommendation 4: Heightened enforcement of our DWI laws.

Law Enforcement

- 4a. Institute consistent and reliable enforcement practice for all offenses of DWI that include reckless speeding, travelling the wrong way, and/or egregious use of drugs. This should result in the issuance of administrative letters for immediate suspension.
- 4b. Coordinate high visibility DWI patrols between state, county and local law enforcement.
- 4c. Coordinate Drug Recognition Officers (DRE's) DWI patrols for high incident areas.
- 4d. Establish a search warrant call line for DRE's during directed patrols to high incident areas.
- 4e. Establish availability of a prosecutor during high visibility DWI patrols and DRE directed patrols.

Prosecutors

- 4f. Ensure proper case preparation, evidence management and case presentation.
- 4g. Ensure local, county and state police agencies are following through with administrative DWI cases in accordance with policy set forth in the Saf-C rules.
- 4h. The following reporting changes should be implemented to enhance collaboration and enable training/counsel to improve practices and better enforce existing laws:
 - 1. Any negotiated plea in a DWI-related case that results in a reduction in charges should be copied to the County Attorney as well as the Attorney General's office.
 - 2. All ALS withdrawals, defaults or negotiated agreements should be reported to the Attorney General's Office.
 - 3. In all cases where a DWI is nolle prosequi in exchange for the plea to a reckless driving or other driving offense that is lower than the DWI, these reductions should be reported to the Attorney General's Office.
 - 4. A monthly report with the names of individuals and agencies who did not appear for DWI administrative hearings should be reported to the Attorney General's Office.

SPEEDING

Recommendation 5: Heightened enforcement of our speeding laws.

- 5a. Institute consistent practice for all offenses of reckless speeding, travelling the wrong way, and/or egregious use of drugs while speeding, which could result in issuance of administrative letter for immediate suspension.
- 5b. Coordinate high visibility speed patrols between state, county and local law enforcement.
- 5c. Hold operators accountable for speeding violations.

DISTRACTED DRIVING AND EQUIPMENT VIOLATIONS

Recommendation 6: Heightened enforcement of distracted driving offenses and equipment violations.

- 6a. There should be coordination of distracted driving enforcement patrols between state, county, and local law enforcement agencies with a data-driven focus.
- 6b. Ensure all law enforcement officers are trained to ask questions during crashes regarding distracted driving.
- 6c. Enforce RSA 265:16 to curb improper left-lane use, which sometimes creates safety hazards on our highways.
- 6d. Enhance enforcement of motor vehicle equipment violations pursuant to NH RSA Chapter 266

WRONG WAY DRIVING (WWD)

Recommendation 7: Heightened enforcement of wrong way driving offenses.

Law Enforcement

- 7a. Institute consistent practice for all offenses of reckless speeding, travelling the wrong way, and/or egregious use of drugs, resulting in issuance of an administrative letter for immediate suspension.
- 7b. Data-driven coordinated high visibility patrols between state, county, and local law enforcement.
- 7c. Properly note and report all the wrong-way drivers to the Division of Motor Vehicles.
- 7d. Coordinate with prosecutors to ensure cases are properly adjudicated.

Department of Transportation

- 7e. Establish and implement countermeasures consistent with best practices for road design to reduce wrong-way driving on divided highways and arterial roads.
- 7f. Coordinate with the Department of Safety to collect and analyze data that identifies locations with high rates of incidents.
- 7g. Identify various optional enhancements to increase the conspicuity of signs at night, including red retroreflective strips of signposts, flashing light-emitting diode (LED) borders, or flashing beacons.
- 7h. Research and explore advanced technologies to detect and prevent wrong-way driving.

Public

- 7i. Use caution.
- 7j. Reduce speed and pull over to the side of the road.

- 7k. Call 911 to report.

TRAINING

Recommendation 8: Enhance efforts towards training for law enforcement, prosecutors and administrative law judges.

- 8a. Remain committed to fully supporting the ARIDE and DRE programs, which are managed by the Drug Evaluation and Classification Program and are fully funded and supported through the DOS OHS.
- 8b. Local law enforcement agencies should receive proper training on when to call upon and utilize resources from the DOS for crash investigations at or during the time of the incident in order to secure the most reliable and best evidence for any future prosecution.
- 8c. The Department of Safety, Bureau of Hearings, should offer training regarding ALS hearings for Law Enforcement Agencies and prosecutors.
- 8d. Enhance prosecutor training for DWI and Motor Vehicle laws and enforcement.
- 8e. The DOJ and the DOS, Bureau of Hearings should offer refresher training to the Administrative Law Judges regarding the increase in Request for Administrative Action letters sent to the DMV.
- 8f. Police Standards and Training should review its current curriculum to ensure a focus on enforcing unsafe equipment violations based on recent repeal of the motor vehicle inspection law.
- 8g. Specific training for prosecutors on the implications of CDL violations and anti-masking regulations.

JUDICIAL OUTREACH

Recommendation 9: Continue to promote judicial education related to DWI criminal and administrative laws.

- 9a. All circuit court judges, and marital masters should attend a judicial orientation and training program as determined by the Administrative Judge of the Circuit Court within two years of their appointment and shall attend at least one in-state, regional, or national educational program approved by the Administrative Judge of the Circuit Court every year thereafter.
- 9b. All circuit court clerks should attend at least one in-state, regional, or national court-related educational program approved by the Administrative Judge of the Circuit Court each year.

- 9c. The Administrative Judge of the Circuit Court should coordinate all educational activities within the Circuit Court with the NH Judicial Branch Educational Committee.

PUBLIC EDUCATION & AWARENESS

Recommendation 10: Heightened public education and awareness campaigns targeted toward reducing incidences of dangerous driving behavior

General Public

- 10 a. NH OHS should continue to coordinate PSA's for nighttime driving
- 10 b. The DOS should continue to encourage good driving and safety behaviors on highways and roadways throughout NH through public awareness and education campaigns.
- 10 c. The DOT should continue to promote its calendar of events for public engagement of highway safety hearings, events and other forums.
- 10 d. The DOS should continue to grant funds to communities under the community betterment fund that enable staff to reach out to different organizations to discuss important traffic safety topics.
- 10 e. The DOS should continue to work with outside vendors in public campaigns targeted toward reducing fatalities and injuries on NH highways.
- 10 f. The Department of Safety should continue to engage in youth operator programs through grants
10. g. DOS and DOT to collaborate on Electronic Message Boards (EMB) and billboard messaging.

Education

- 10 h. Department of Education (DOE) and local schools should encourage education and outreach that promotes safe driving practices.
- 10 i. The DOS, DMV should mandate the inclusion of DWI and distracted driving in Driver's Education.
- 10 j. Equip School Resource Officers (SROs) with the tools to educate parents about at-risk driving behaviors.
- 10 k. The DOS OHS should coordinate messaging with youth in producing PSAs.
- 10 l. The DOS OHS should work with Department of Education and local schools to promote Safe Routes to School, a proven, federally supported program that helps communities address the specific dangers students face on their way to and from school, including walking and biking.

- 10 m. Working with youth who attend large scale events such as the “safety corridor” for the next air show this summer; creating a hallway that attendees walk through to get into the show.
- 10 n. State Police DREs continue to actively engage with Student Assistance Units (SAUs) and various public groups to teach them how to identify impaired individuals.
- 10 o. State Police continue to collaborate with the Injury Prevention Center through the Youth Operator Program to extend outreach to an additional 15 schools, furthering the mission to promote safe driving behaviors in the community.
- 10 p. The NH Air National Guard (ANG) should continue its emphasis on promoting safe driving.
- 10 q. Heightened awareness and promotion of Seatbelt usage is a community wide effort and needs to be continuously promoted by individuals, families, organizations, schools, and state agencies.

Liquor Licensees

- 10 r. Liquor Commission Education and Training needs to be promoted.
- 10 s. Enhance community coalitions and programs designed to address substance abuse

ADMINISTRATIVE LICENSE SUSPENSION (ALS)

Per New Hampshire Laws and Rules, the Director of the Division of Motor Vehicles can take administrative action on a driver's license or registration, which can result in the suspension of these privileges. See Title XXI Motor Vehicles Chapter 263 Driver's Licenses

In calendar year 2024, the DMV received 1,049 administrative requests, which ultimately resulted in 755 administrative hearings being held for medical and/or improper driving, with 214 being cleared or dismissed, and 541 resulting in a suspension or remaining sentence.

Who can submit a request:

- Law Enforcement
- Health Care Providers
- Family Members

How to make a request:

- Law Enforcement Officers utilize a Request for Administrative Action Form ([DSMV 384](#))
- Health Care providers send in their requests on letterhead and must be signed; however, a draft Request for Administrative Action to be used by medical professionals is currently pending legal approval by the NH Department of Safety Legal Unit.
- Family Members send a letter with identifying information and comprehensive outline of the reason for the request.

Administrative Actions Available:

- Full re-examination at the DMV.
- Medical and/or Improper Driving Administrative Hearing.
- Immediate Suspension.

Recommendation 1:

Law enforcement and prosecutors should consider utilizing Saf-C 204.13: *Persons Hazardous to Public Safety* when encountering highly reckless or dangerous driving behavior, even where there will be a prosecution. The Attorney General should consider offering criteria and guidelines.

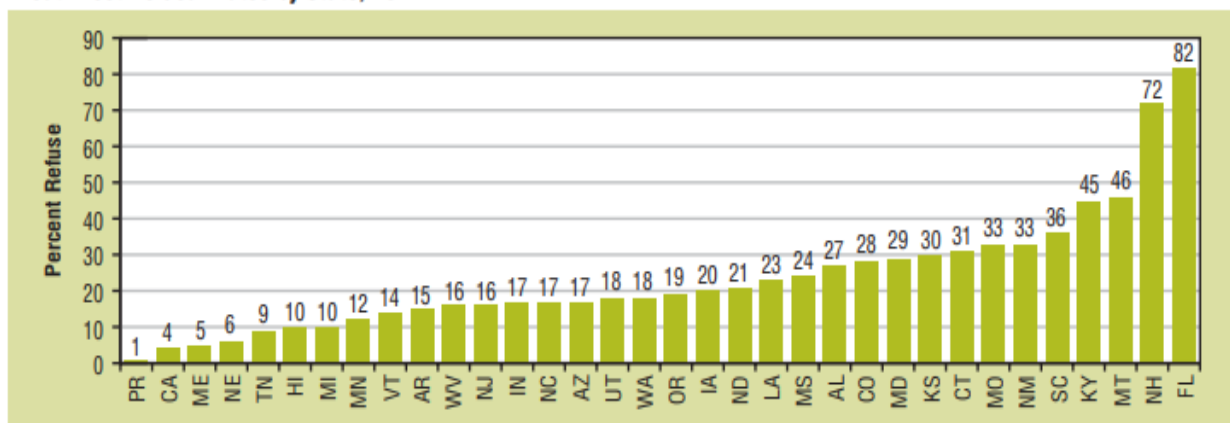
All States have implied consent laws stipulating that drivers implicitly consent to a breath or blood test if they are suspected of impaired driving (Shinkle et al., 2019; NHTSA, 2017). However, some drivers refuse to provide breath or blood samples for BAC tests. Although the data is a decade old, researchers found approximately one in four drivers arrested for DWI refused the BAC test, a figure that ranged from 1% to 82% depending on the State (Jones & Nichols, 2012; Namuswe et al., 2014). A driver’s BAC is a critical piece of evidence in an alcohol-impaired-driving case. The absence of a BAC test can make it more difficult to convict the impaired driver.

All States except Wyoming have established separate penalties for BAC test refusal for all drivers, typically involving administrative license revocation or suspension (Foundation for Advancing Alcohol Responsibility, n.d.). ***If the penalties for refusal are less severe than the penalties for failing the test, many drivers will refuse. The model DWI code sets a more severe penalty for test refusal than for test failure (NCUTLO, 2000).***

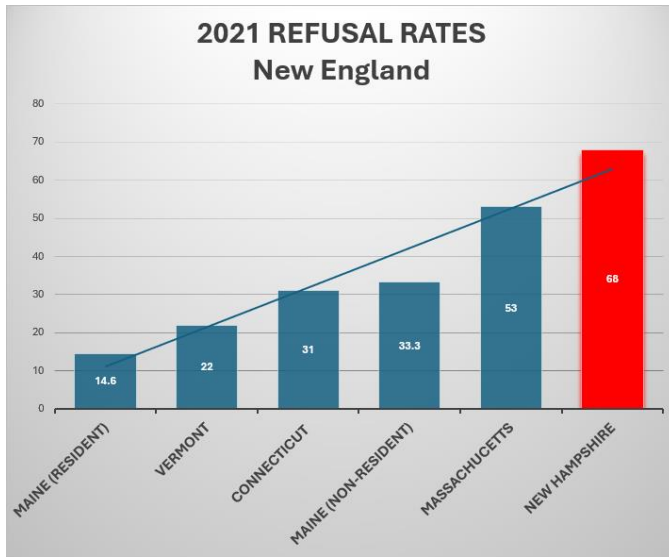
In NH, the administrative license loss for refusing to submit to a BAC test or any other roadside test is 180 days which is lower than our neighboring states. Moreover, even though the period of license loss is supposed to be consecutive to the loss of license period upon conviction of a DWI offense – see NH RSA 265-A:14 – the practice of negotiating pleas to the DWI offense (addressed further in the report) where the administrative license loss time period does not run consecutive, has significantly impacted the sting of any penalty associated with refusing a BAC test. Thus, the reasons why NH’s refusal rate is so much higher than surrounding states.

The National Highway Traffic Safety Administration (NHTSA) chart below reveals New Hampshire is second only to Florida for the highest rates of refusals.

Breath Test Refusal Rates by State, 2011



Note that New Hampshire had 2011 data only from January to September. Therefore, the data are extrapolated based on the average for the 9-month period.



**ALS Refusal Rates
State of New Hampshire**

- 2024 – 69.3 %
- 2023 – 68.5 %
- 2022 – 70.3 %
- 2021 – 68.7 %

**Connecticut refusal rate based on 2011

Recommendation 2:

Promote legislation to enhance the administrative penalty for refusal to consent to a BAC or other roadside test when a driver is lawfully stopped and suspected of driving under the influence of drugs or alcohol.

AGENCY POLICY & PRACTICE

State agencies have the existing authority to adequately collaborate with other agencies and even promote their own policies and practices that enforce existing drive safety laws and will promote enhanced safety.

Recommendation 3:

State agencies should engage in collaboration and practices that enhance applicable driver safety rules and laws.

***Note: The implementation of the action items below should begin by using existing funds. While additional resources may eventually be needed, the relevant agencies should make the best efforts to complete the action items below using existing resources and, if necessary, be prepared to make recommendations/requests regarding additional resources as part of the FY 28-29 biennial budget process.*

3a. The Attorney General's office should provide a policy direction memo to law enforcement and prosecutors for standardized practices and become a central hub for training, information dissemination, and collaboration. The **Attorney General's Guidance Memo** should include the following provisions:

- According to current New Hampshire law, county attorneys, prosecutors, and law enforcement agencies should no longer agree to any practice that does not fully enforce the intent of the Administrative License Suspension law, including being part of any process where a plea agreement allows for any DWI license suspension to be backdated by the court.
- Require the Department of Safety to provide the Attorney General's Office with a monthly report identifying law enforcement officers who have failed to appear for DWI Administrative Hearings in court.
- Require all DWI withdrawals to be reported to the Attorney General's Office.
- Direct all law enforcement agencies to call for a Drug Recognition Expert (DRE) to assess potential impairment at any fatal accidents.
- Make clear that the purpose of the Guidance Memo is to promote collaboration that strengthens efforts to properly enforce existing New Hampshire laws on a going forward basis, and not to impose punitive/remedial measures or consequences for past deficiencies.

- Guidance regarding when to consider charging additional and/or more significant offenses, such as reckless conduct, in appropriate circumstances and based on the facts of a given case.
- 3b. A pilot program should be established for prosecutors to be on call for search warrants during off-hours to assist law enforcement during the DRE's high-visibility saturation patrols.
 - 3c. Prosecutors and law enforcement agencies should collaborate with the New Hampshire Circuit Courts to establish a pilot program for judges to be on call for search warrant requests during off-hours throughout the DRE's high-visibility saturation patrols.
 - 3d. Law enforcement should coordinate with DREs throughout the State to establish best practices and tools for preliminary roadside drug screen testing.
 - 3e. The Department of Safety should work with the Department of Justice to provide best practices for submission of Administrative Letters to the Department of Motor Vehicles by law enforcement to address driving while intoxicated, wrong-way driving, excessive speed, and distracted driving.
 - 3f. The Department of Justice should work with Police Standards and Training and local law enforcement to ensure agencies are trained on proper submission protocols for requesting an Administrative Action Request.
 - 3g. The state should establish a pilot phlebotomist program.
 - 3h. State police should collaborate with county and local law enforcement agencies to increase coordinated high visibility saturation patrols throughout New Hampshire roadways.
 - 3i. The Department of Safety and the Department of Transportation should collaborate to determine the Crash Rate / Mile of roads to prioritize enforcement efforts along the highest crash corridors (listed below). The primary focus of these efforts will be during high traffic commute hours for speed, distracted driving, and pedestrian/bicycle.

Crash Data Analysis Project

Agencies: Department of Safety and Department of Transportation

- Development of a Crash Data Warehouse
- Purchase of Crash Data Analysis Software
- Development of Crash Report Entry Web Portal for Local Police
- Upgrade the NH crash record system (VISION) from MMUCC 5 to MMUCC

A Traffic Crash Mapping Analysis System can be used to analyze crash data and identify roadways where concentrations of serious and fatal crashes occur. Analyzing crashes in conjunction with peripheral data that occur on roadways to determine where, when, and why a high percentage of serious injuries and fatalities occur is a key aspect in crash prevention. It helps inform traffic decisions, improves effective resource allocation, and allows for a level of crash predictability as the crash mapping analysis system database matures. A Traffic Crash Mapping Analysis System will also allow the New Hampshire Office of Highway Safety (NHOHS) to overlay several data layers, including census data, EMS response/injury data, eCitation data, and road surface and weather condition data.

The initiative outlined here is the implementation of such a system. A Crash Data Warehouse, a Crash Data Analysis System, a Crash Data Entry Portal and a MMUCC 6 upgrade to the State of New Hampshire’s official crash record system (VISION) will enhance the efficiency, accuracy, and accessibility of crash data for the NH Department of Safety (NHDOS), NH Department of Motor Vehicles (NHDMV), NH Office of Highway Safety (NHOHS), and NH Department of Transportation (NHDOT).

Corridor	# of Crashes (2017-2023)	Date of Safe Commute Enforcement Effort
NH 3A	3,408	June 8-14
US 1	2,668	June 15-20
NH 9	4,152	June 22-28
NH 11	2,873	July 6-12
US 3	8,849	July 13-19
NH 28	6,269	July 20-26
NH 125	3,662	July 27-August 2
NH 101A	2,160	August 3 – 9
NH 102	2,243	August 10-16
NH 106	1,851	August 17-23
NH 101 (from Bedford west)	4,130	August 24-30
NH 108	2,240	September 7-13
NH 111	3,565	September 14-20

- 3j. The [NH Police Standards and Training Council](#) should partner with the Department of Safety – Office of Highway Safety Office, to work toward all law enforcement officers being certified in Advanced Roadside Impaired Driving Enforcement (ARIDE). This

training focuses on equipping law enforcement with the skills to detect and address impaired driving, particularly when drugs are involved.

- 3k. The Department of Transportation should continue to host the NH Highway Fatalities Summit to focus on infrastructure improvements and collaboration with other state and local agencies.

The NHDOT hosted the initial multi-disciplinary Highway Fatality Summit in February 2025. There are many factors that lead to highway fatalities, including road condition, human behavior, availability of emergency medical services, and, more recently, mental health and homeless issues. The summit was intended to bring together professionals from a broad range of disciplines to identify the issues leading to crashes and subsequent injuries, and fatalities and determine an actionable path forward. The initial goal was to conduct a Strengths, Weaknesses, Opportunities, and Threats (SWOT) assessment. The NHDOT enlisted the help of the UNH Local Technical Assistance Program (LTAP or T²) to facilitate the event. Based on a preliminary survey, six common themes were identified to drive the discussion:

- Funding and Resource Limitations
- Enforcement and Driver Behavior
- Roadway Safety Infrastructure
- Data and Crash Reporting Accuracy
- Interagency Collaboration and Communication
- Public Awareness and Education.

Attendees determined that Enforcement and Behavior was the most important of them, followed closely by Public Awareness and Education, and Funding and Resource Limitations. Ironically, Roadway Safety Infrastructure was determined to be the least important theme. Key takeaways from the initial summit were:

- The value of reliable and timely crash data
- The mutual benefits of effective communication between and collaboration with highway safety partners in all disciplines
- The need to build and maintain momentum to achieve the goal of zero highway fatalities.

Since the initial, in-person summit, there has been a follow-up virtual meeting. The plan moving forward is to continue the collaborative effort and incorporate the fatality summit into the next update of our SHSP.

- 3l. The DOT should continue with its [NH Driving Toward Zero](#) efforts.

Driving Toward Zero, or DTZ is the brand for the Department of Transportation's highway safety program. It recognizes that the only acceptable value for the number of highway fatalities is zero and that achieving that goal requires proactive strategies to "drive" the number down. The DTZ program was created in 2013 as the centerpiece of the Department's Strategic Highway Safety Plan (SHSP). Due to staff changes and attrition, the program went dormant for a few years but was resurrected in 2023. At its core, DTZ is about education and awareness and affecting positive changes in driver behavior. The DTZ program has visited schools throughout the state, promoting safe driver behaviors and informing young drivers of the consequences of distracted or impaired driving and other unsafe driving behaviors. In 2024, the DTZ team introduced a new speed management mascot, "Hazel Mae", to promote the "Slow and Steady, It's not a Race" campaign based on the familiar Aesop's fable, the "Tortoise and the Hare". This message is being spread through billboard advertising, changeable message signs, and stickers. The NHDOT DTZ team has also established regular communication and collaboration with our highway safety partners and other stakeholders to build relationships and share resources. In 2024 and 2025, the DTZ team attended over 30 events, attended by well over 3,000 visitors. The DTZ booth was also set up at the Deerfield Fair, where attendance was estimated at 75,000.

- 3m. The Department of Safety should coordinate with the Department of Health and Human Services (DHHS) to make changes to the Impaired Driver Care Management Program (IDMCP) that more adequately follow implement the goal of the IDMCP to reduce recidivism among individuals who have been convicted of driving while intoxicated. The following actions should be considered:

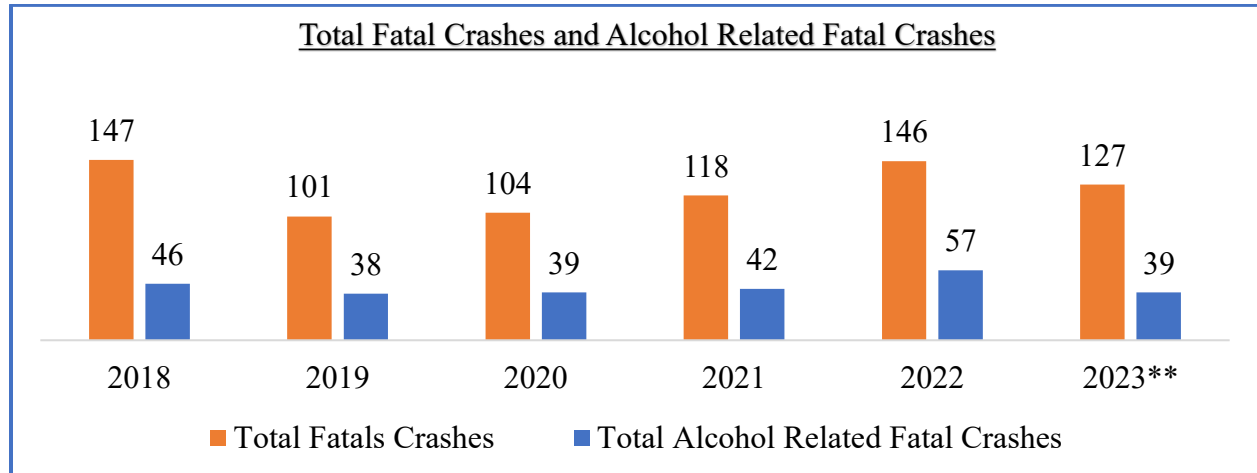
- The Commissioners of DOS and DHHS present a plan to the Governor on how both agencies will collaborate to meet the goals of the IDMCP program.
- Consideration given to replacing the American Society of Addictive Medicine (ASAM) guidelines with the Impaired Driver Assessment (IDA) in rule and in practice so that recidivism criteria rather than mental health diagnosis take precedent.
- Consideration given to codifying mandatory minimum service plans, which should be increased when identified high risk factors are present (e.g. excessive speed, accident, children in the vehicle, wrong way driving, elevated BAC, prior criminal history, etc.).
- Consider requiring the completion of the full IDCMP for all subsequent offenses regardless of the timeline as consistent with criminal justice system precedents.

- Consider reestablishing regulatory focus on the protection of the public safety.
- 3n. Fully implement J-One Program's data collection and data sharing to enhance enforcement compliance.

Local and County law enforcement agencies should also work collaboratively with state agencies in efforts to enhance safety of our roadways.

DRIVING WHILE INTOXICATED (DWI): DRUGS & ALCOHOL

In 2022, New Hampshire experienced 146 road fatalities. Alcohol was a factor in 39% of those fatalities, and 71 operators tested positive for the presence of drugs.



Recommendation 4:

Heightened enforcement of our DWI laws.

Law Enforcement

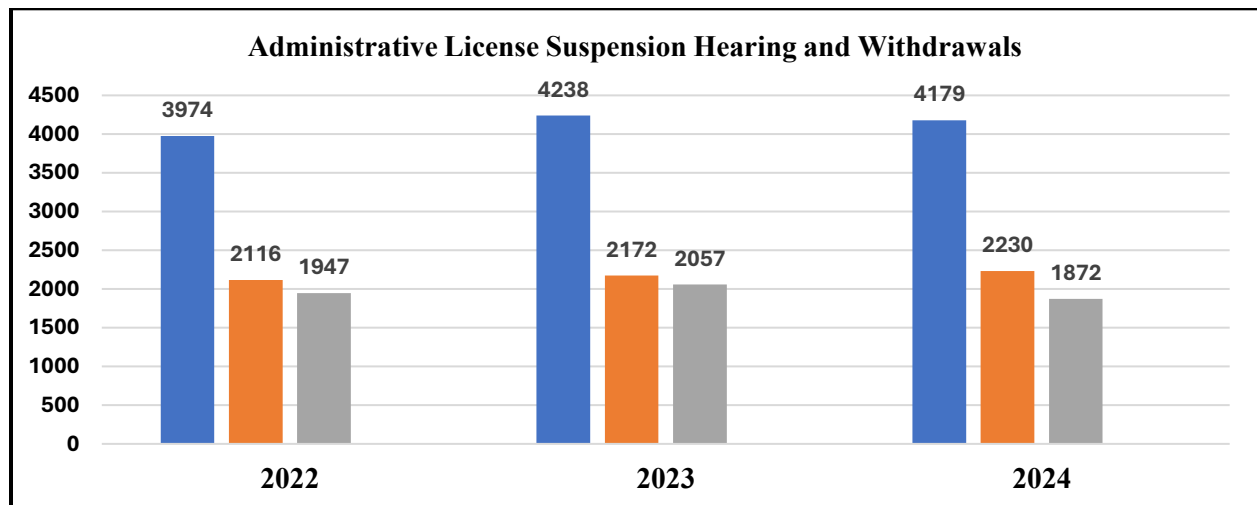
- 4a. Institute consistent and reliable enforcement practice for all offenses of DWI that include reckless speeding, travelling the wrong way, and/or egregious use of drugs. This should result in the issuance of administrative letters for immediate suspension.
- 4b. Coordinate high visibility DWI patrols between state, county and local law enforcement.
- 4c. Coordinate Drug Recognition Officers (DRE's) DWI patrols for high incident areas.
- 4d. Establish a search warrant call line for DRE's during directed patrols to high incident areas.
- 4e. Establish availability of a prosecutor during high visibility DWI patrols and DRE directed patrols.

Prosecutors

- 4f. Ensure proper case preparation, evidence management and case presentation.
- 4g. Ensure local, county and state police agencies are following through with administrative DWI cases in accordance with policy set forth in the Saf-C rules.

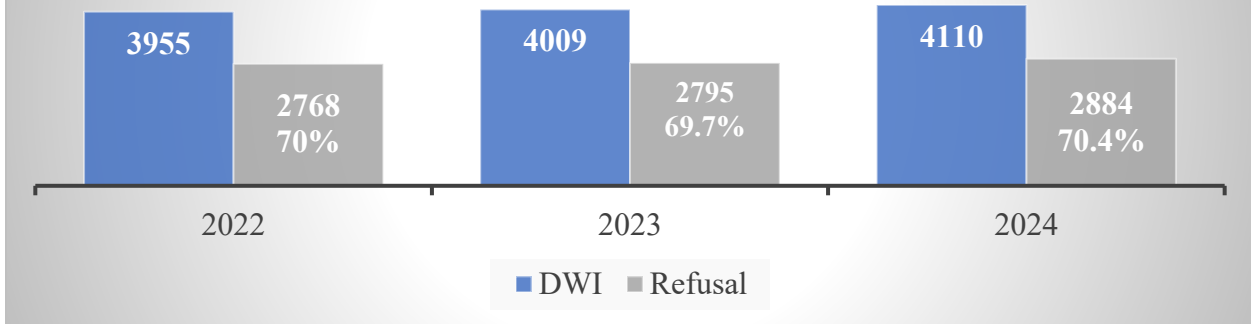
4h. The following reporting changes should be implemented in order to enhance collaboration and enable training/counsel to improve practices and better enforce existing laws:

1. Any negotiated plea in a DWI-related case that results in a reduction in charges should be forwarded to the Attorney General’s office and copied to the County Attorney.
2. All Administrative License Suspension withdrawals, defaults or negotiated agreements should be reported to the Attorney General’s Office.
3. In all cases where a DWI is nolle prosequi in exchange for the plea to a reckless driving or other driving offense that is lower than the DWI, these reductions should be reported to the Attorney General’s Office.
4. A monthly report with the names of individuals and agencies who did not appear for DWI administrative hearings should be provided to the Attorney General’s Office with copies sent to the County Attorneys.



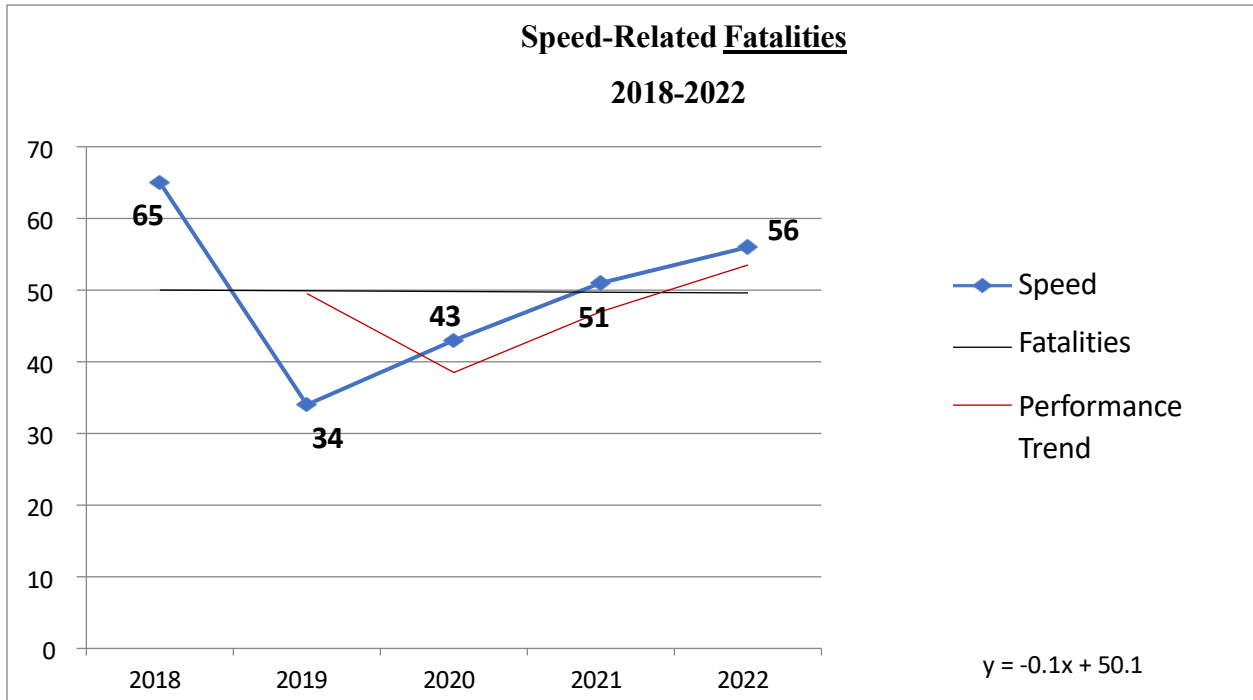
- Total Number of Administrative License Suspension Forms Submitted to DMV by Law Enforcement
- Total Number of Administrative License Suspension Hearings Scheduled
- Total Administrative License Suspension Withdrawal

DWI Arrests and ALS Refusals by All NH Law Enforcement



SPEEDING

In 2023, there were 35,857 speeding citations. New Hampshire had 29,650 total crashes reported, resulting in 122 fatal crashes and 130 persons killed. Speed is still a leading cause as demonstrated in the chart below:



High Speeds Seen from the State Police Aircraft

	2018	2019	2020	2021	2022	2023	2024	% increase 2018/2024
Total Events	5055	5040	5025	2440	2541	3115	3736	
90+	559	706	900	675	704	840	1186	112%
100+	36	62	81	80	72	89	119	230%

This speed table from the NHSP Aircraft illustrates the urgent need for awareness around the broader implications of impaired driving on our roadways.

Recommendation 5:

Heightened enforcement of our speeding laws.

- 5a. Institute consistent practice for all offenses of reckless speeding, travelling the wrong way, and/or egregious use of drugs while speeding, which could results in issuance of administrative letter for immediate suspension.
- 5b. Coordinate high visibility speed patrols between state, county and local law enforcement.
- 5c. Hold operators accountable for speeding violations.

DISTRACTED DRIVING AND EQUIPMENT VIOLATIONS

Distracted driving is any activity that diverts attention from the road, impairing a driver's ability to react to hazards. This includes visual (eyes off the road), manual (hands off the wheel), and cognitive (mind off driving) distractions.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions. The distracted driving crashes have proven difficult to track as a contributing factor in crashes. By the time investigating officers arrive at the scene, any indicators that distraction may have been the cause of the crash most times no longer exist. In an analysis of 2021 crash data, it is noted that out of an excess of 28, 092 crashes reported, more than 15% (4, 106 crashes) of those crashes had "Inattention/Distraction" listed as a contributing factor. Distracted driving continues to be a priority for the Office of Highway Safety.

April is National Distracted Driving Mobilization. Between April 10th and 14th 46 law enforcement agencies throughout the State participated in the campaign. Law enforcement stopped 1283 motorists and issued 1164 warnings and 230 summons for various traffic violations. Specifically, 59 warnings were issued for Distracted Driving and 170 warnings for Mobile Electronic Device. A combined total of 102 summons were issued for Distracted Driving and Mobile Electronic Devices.

Additionally, with the repeal of annual vehicle safety inspections in New Hampshire (signed into law via 2025, HB2), it's important to note that motor vehicle equipment standards remain fully in force under state law. Police can still stop and cite drivers for operating unsafe or defective vehicles. Several laws, statutes, and rules empower law enforcement to ensure vehicles on NH roads are in safe condition, even without a mandatory annual inspection. RSA Chapter 266 – Equipment Requirements for Vehicles New Hampshire's motor vehicle code (RSA Title XXI) - contains numerous equipment standards that all vehicles must meet at all times. These statutes did not disappear with the inspection program – they continue to make it illegal to drive with faulty or unsafe equipment. For example: Every vehicle "shall be provided with adequate brakes in good working order and sufficient to control such vehicle at all times." (RSA 266:27). Driving with brakes that don't work properly is unlawful. Lights: Required lighting must be functional. RSA 266:38 makes it unlawful to drive any motor vehicle without at least one working stop lamp (brake light), and if the vehicle was made with multiple brake lights, all must be operational . Likewise, RSA 266:31 requires two working headlamps at night or in poor visibility (one for motorcycles) and sets standards for their aim and brightness . Tail lamps and plate lights are mandated by RSA 266:44, and directional signals and reflectors by RSA 266:42 and RSA

266:43 – these must all be in proper working order. A broken headlight, taillight, or turn signal thus remains a citable offense. Mufflers and Noise: RSA 266:59 requires a functioning muffler to prevent excessive noise. In fact, state law has long required every vehicle to have a muffler and a suitable horn – “Every motor vehicle driven on the ways of this state shall be provided with a muffler, a suitable and adequate horn or other device for signaling, and suitable lamps.” (RSA 266:54) 5 . Driving with no muffler (or a gutted exhaust causing excessive noise or fumes) violates these equipment laws. Tires, Windshield, and Other Equipment: Various other sections of RSA 266 cover critical equipment. For instance, tires must meet tread-depth and condition requirements (RSA 266:48), windshields cannot be dangerously cracked and wipers must work (RSA 266:56), mirrors are required (RSA 266:55), and so on. Safety glass is mandated for windshields/windows (RSA 266:58) and overly dark tint is restricted (RSA 266:58-a). If any of these parts are missing or defective such that the vehicle is unsafe, it is a violation of law. In short, all the specific equipment standards that were checked during inspections are still on the books. Operating a vehicle that doesn’t meet those standards is illegal and subject to enforcement. The elimination of annual inspections does not mean drivers can ignore things like burned-out bulbs, bald tires, or faulty brakes – those remain against the law.

Finally, beyond issuing citations, New Hampshire law empowers law enforcement to immediately remove truly unsafe vehicles from the road in the interest of public safety. RSA 106-B:26, which outlines State Police duties, allows troopers to treat a vehicle as “abandoned” and have it towed if it is “without proper registration or apparently unsafe to be driven.” In other words, if an officer encounters a vehicle that is obviously dangerous – for example, a car with a broken axle, or dangerously malfunctioning brakes – they do not have to let it continue. They can order it off the road on the spot. Local law enforcement have similar authority under state law to address hazardous vehicles. RSA 106-B: 26 expressly says nothing in that law limits local police, who can enforce state statutes or local ordinances to clear disabled, unregistered, or unsafe vehicles from public ways. Additionally, under RSA 262 (the abandoned vehicle statutes), police can remove vehicles that are a danger or obstruction. In practice, if a vehicle is so defective that it endangers others (for instance, shedding parts on the highway or unable to maintain safe control), an officer can stop you and arrange a tow or order repairs before it can be driven further. This removal power is rarely used on typical minor defects, but it stands as a backstop for extreme cases of unsafe vehicles. It reassures that even without inspections, drivers cannot legally operate a car that poses an immediate hazard – police can intervene directly to protect the public

Recommendation 6:

Heightened enforcement of distracted driving offenses and equipment violations.

- 6a. There should be coordination of distracted driving enforcement patrols between state, county, and local law enforcement agencies with a data-driven focus.
- 6b. Ensure all law enforcement officers are trained to ask questions during crashes regarding distracted driving.
- 6c. Enforce RSA 265:16 to curb improper left-lane use, which sometimes creates safety hazards on our highways.
- 6d. Enhance enforcement of motor vehicle equipment violations pursuant.

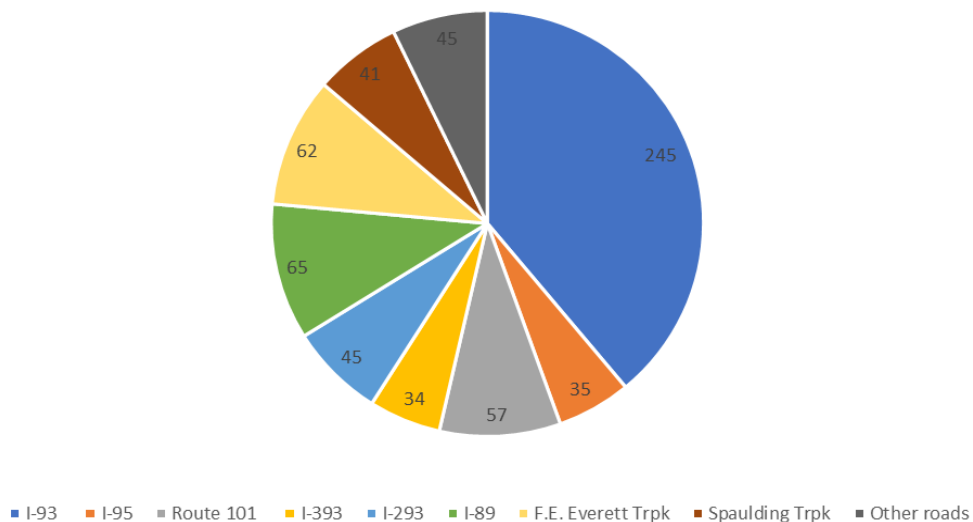
WRONG WAY DRIVING (WWD)

Wrong-way driver collisions are relatively rare compared to other types of collisions. New Hampshire has experienced an increase in wrong-way driving. Wrong-way drivers account for a small percentage of traffic collisions; however, they tend to be more severe and have a higher fatality rate.

The Department of Safety and the Department of Transportation are collaborating to implement a comprehensive approach to prevent and respond to wrong-way driving incidents. Time and location: Wrong-way driver collisions often occur during nighttime hours, with impaired driving (alcohol or drugs) being a common contributing factor. These incidents frequently happen on highways and other controlled-access roadways, particularly at exit or entrance ramps.

Regular data analysis by all Stakeholders should be compared. The evaluation of the effectiveness of implemented measures should be conducted to identify areas for improvement and refine implemented strategies. This collaborative effort aims to continuously enhance the safety of controlled access highways and prevent tragic collisions caused by wrong-way drivers. Public awareness campaigns are also an integral part of the effort, educating drivers about the dangers of wrong-way driving and the importance of adhering to traffic rules. This includes promoting responsible driving behavior, such as avoiding impaired or distracted driving, as these factors significantly contribute to wrong-way incidents.

Wrongway Driver Calls to NHSP by Road 06/28/2021-02/13/2024



Recommendation 7:

Heightened enforcement of wrong way driving offenses.

Law Enforcement

- 7a. Institute consistent practice for all offenses of reckless speeding, travelling the wrong way, and/or egregious use of drugs, resulting in issuance of an administrative letter for immediate suspension.
- 7b. Data-driven coordinated high visibility patrols between state, county, and local law enforcement.
- 7c. Properly note and report all the wrong-way drivers to the Division of Motor Vehicles.
- 7d. Coordinate with prosecutors to ensure cases are prosecuted.

Department of Transportation

- 7e. Establish and implement countermeasures consistent with best practices for road design to reduce wrong-way driving on divided highways and arterial roads.
- 7f. Coordinate with the Department of Safety to collect and analyze data that identifies locations with high rates of incidents.
- 7g. Identify various optional enhancements to increase the conspicuity of signs at night, including red retroreflective strips of signposts, flashing light-emitting diode (LED) borders, or flashing beacons.
- 7h. Research and explore advanced technologies to detect and prevent wrong-way driving.

Public

- 7i. Use caution.
- 7j. Reduce speed and pull over to the side of the road.
- 7k. Call 911 to report.

TRAINING

Recommendation 8:

Enhance efforts towards training for law enforcement, prosecutors and administrative law judges.

- 8a. Continue to offer and incent officers to attend Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

This training focuses on equipping law enforcement with the skills to detect and address impaired driving, particularly when drugs are involved. The course is 16 hours and is designed to be delivered to experienced officers and currently offered four times per year to NH officers at P.S.T.C. Key areas of focus include:

- Administration of the Standardized Field Sobriety Tests (SFST).
- Drug Impairment: Understanding how various drugs effect the human body and driving ability.
- Drug Categories: Identifying the seven major drug categories and their associated indicators.
- Arrest Procedures: Learning proper procedures for the arrest phases of an impaired driving investigation.
- Documentation: Accurately documenting all aspects of the DWI arrest.
- Case Preparation: Preparing a comprehensive case file for courtroom presentation.
- Indicators of Impairment: Identifying signs of impairment during different phases of the detection process.

- 8b. Encourage law enforcement to attend the Drug Recognition Expert (DRE) course.

This course is a series of three training phases that, collectively, prepare police officers and other qualified persons to serve as DRE's. A drug recognition expert or drug recognition evaluator (DRE) is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol.

- Phases I and II: Pre-School and 7-Day School that provide the core of the material in a 72-hour classroom setting.

- Phase III: Field Certification - Students conduct a minimum of 12 hands-on evaluations on impaired subjects to determine what drug category or categories a subject may be impaired by.
- The DRE process is a 12-step protocol evaluating a subject to make this determination based on a standardized and systematic process.

Trained DRE's are required to maintain:

- A Curriculum Vitae.
- A minimum of four evaluations biannually.
- 8 hours of continuing education biannually.
- Successful students receive a national certification granted through the International Association of Chiefs of Police (IACP).

8c. The Department of Safety, Bureau of Hearings, should offer training regarding ALS hearings for Law Enforcement Agencies to include:

- Mock trials for recruits at the New Hampshire Police Academy.
- Probationary Troopers training pre and post-academy.
- Training designed for New Hampshire law enforcement.

8d. Enhance prosecutor training for DWI and Motor Vehicle laws and enforcement.

Prosecutors play a critical role in ensuring New Hampshire road safety laws are properly enforced. The following, therefore, could play a role in enhancing highway safety:

- The Attorney General's Office, through the Traffic Safety Resource Prosecutor, should coordinate training for local, county, and state prosecutors to ensure DWI, Speeding, and Wrong-Way driver cases are effectively presented.
- The Traffic Safety Resource Unit at the New Hampshire Department of Justice, Office of the Attorney General, should continue to host trainings for prosecutors and law enforcement officials statewide.
 - Focused on overcoming challenges with major motor vehicle offense cases
 - Compliance and enforcement of DWI laws
 - Collision investigations
 - Felony/ superior court practice
 - Trial skills

- 8e. The Department of Safety, Bureau of Hearings should offer refresher training to the Administrative Law Judges regarding the increase in Request for Administrative Action letters sent to the DMV (high speeds, drug-impaired drivers, wrong-way drivers, pursuits, and leaving the scene of an accident).
- 8f. Police Standards and Training should review its current curriculum to ensure a focus on enforcing unsafe equipment violations based on recent repeal of the motor vehicle inspection law. Even after the repeal of annual safety inspections, New Hampshire drivers are not free to drive unsafe, faulty vehicles. The existing equipment laws (RSA 266 and related statutes) require a vehicles critical component – brakes, lights, tires, horn, mirrors, exhaust, etc. – to be are kept in safe working condition. Police have clear authority to enforce these standards by stopping vehicles with visible equipment defects, issuing fines or defect notices, and even pulling dangerous vehicles off the road if necessary. Vehicles could even be towed if the violation presents a clear safety danger. Current state law and administrative rules further outline what counts as a safety violation, ensuring that there are effective training modules around equipment violations and enforcement of same will help keep NH roadways safe even in the absence of yearly inspections
- 8g. Develop comprehensive online training modules for all law enforcement personnel. These modules should cover: The critical importance of accurate and timely CMV crash reporting. The significance of accurate reporting of violations involving CDL holders or individuals required to hold a CDL, emphasizing anti-masking laws (referencing NH 262:42-a). Specific training for prosecutors on the implications of CDL violations and anti-masking regulations.

JUDICIAL OUTREACH

The Judicial Outreach Liaison (JOL) is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of DUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events, and other gatherings that focus on impaired driving and other traffic safety programs.

JOL identifies barriers that hamper effective training, education, or outreach to the courts and recommends alternative means to address these issues and concerns. While this position is currently vacant, it is of great importance, and it is expected that this will be filled and will continue to build upon past successes.

New Hampshire Prosecutorial & Judicial Education Training Rules of the Supreme Court of the State of New Hampshire - Rule 45. Continuing Judicial Education. (1) Continuing judicial training and education are essential to maintain public confidence in judiciary and the highest level of professional standards.

Recommendation 9:

Continue to promote judicial education related to DWI criminal and administrative laws.

- 9a. All circuit court judges, and marital masters should attend a judicial orientation and training program as determined by the Administrative Judge of the Circuit Court within two years of their appointment and shall attend at least one in-state, regional, or national educational program approved by the Administrative Judge of the Circuit Court every year thereafter.
- 9b. All circuit court clerks should attend at least one in-state, regional, or national court-related educational program approved by the Administrative Judge of the Circuit Court each year.
- 9c. The Administrative Judge of the Circuit Court should coordinate all educational activities within the Circuit Court with the New Hampshire Judicial Branch Educational Committee.

PUBLIC EDUCATION & AWARENESS

Recommendation 10:

Heightened public education and awareness campaigns targeted toward reducing incidences of dangerous driving behavior.

General Public

- 10a. The office of Highway Safety Agency should coordinate public service announcements for nighttime driving.
- 10b. The Department of Safety should continue to encourage good driving and safety behavior on highways and roadways throughout New Hampshire through public awareness and education campaigns.
- 10c. The [DOT should continue to promote its calendar of events](#) for public engagement of highway safety hearings, events and other forums.
- 10d. The Department of Safety should continue to grant funds to communities under the community betterment fund that enables staff to reach out to different organizations to discuss important traffic safety topics. One way of meeting this responsibility is to promote, educate, and disseminate information through the placement of paid media to encourage these behaviors.
- 10e. The Department of Safety should continue to work with outside vendors in public campaigns targeted at reducing fatalities and injuries on New Hampshire's highways. The media plan's goal is to create maximum market penetration with targeted touchpoints to aid in recall, while establishing awareness and fostering engagement. Campaigns can address aggressive/distracted/impaired driving, speeding, bicyclists, pedestrian safety, motorcycle safety, and occupant protection (seat belt usage and child passenger safety), wrong way drivers, school bus safety, teen and senior driving, and railroad crossing safety.
- 10f. The Department of Safety should continue to engage in youth operator programs through grants
- 10g. DOS and DOT should collaborate on Electronic Message Boards (EMB) and billboard messaging.

Education

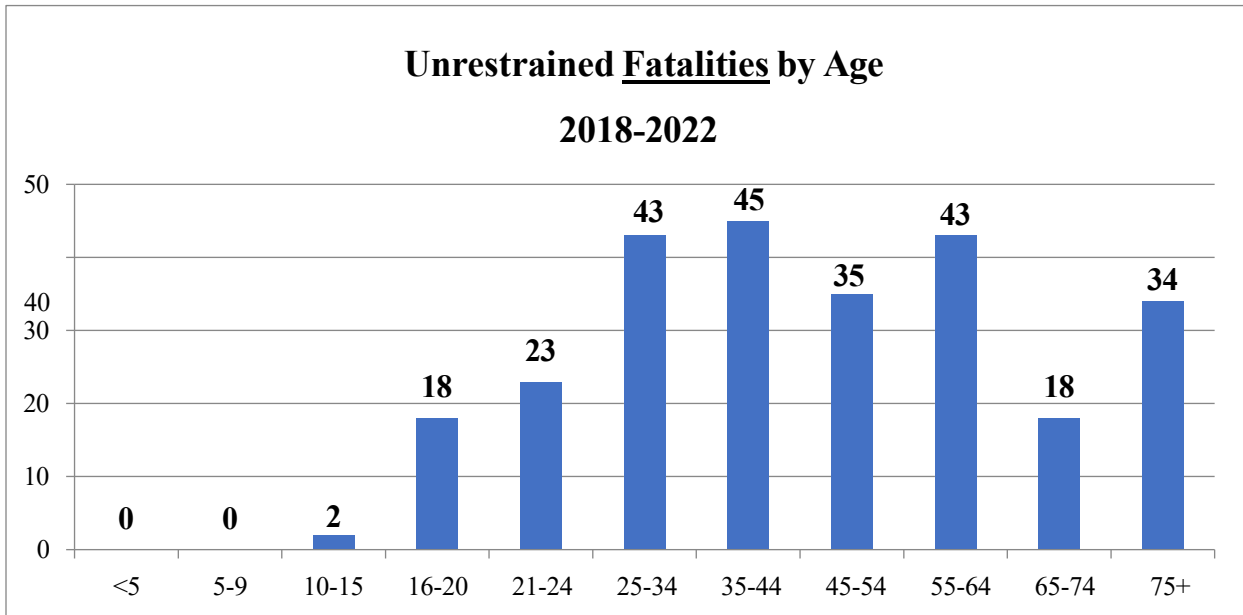
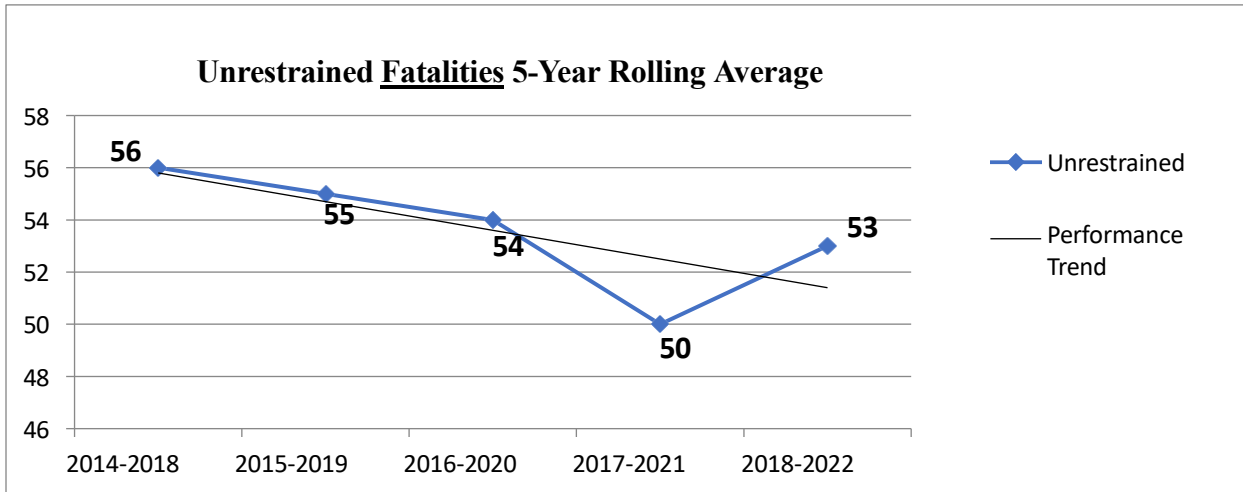
- 10h. NH Department of Education and local schools should encourage education and outreach that promotes safe driving practices.

- 10i. Department of Safety, Division of Motor Vehicles should mandate inclusion of DWI and distracted driving in Driver's Education.
- 10j. Equip School Resource Officers with the tools to educate parents about at-risk driving behaviors.
- 10k. Working with youth to produce PSA's (Ex: Raymond Coalition for Youth).
- 10l. The DOS OHS should work with the Department of Education and local schools to promote Safe Routes to School, a proven, federally supported program that helps communities address the specific dangers students face on their way to and from school, including walking and biking.
- 10m. Working with youth who attend large scale events such as the "safety corridor" for the next air show this summer; creating a hallway that attendees walk through to get into the show. Participant will meet EMS/Fire and police officers/troopers who will educate and demonstrate safety responses, present statistics, and interact with hands-on exhibits. Dover Youth2Youth.
- 10n. State Police Drug Recognition Experts (DRE's) continue to actively engage with Student Assistance Units (SAU's) and various public groups to teach them how to identify impaired individuals.
- 10o. State Police continue to collaborate with the Injury Prevention Center through the Youth Operator Program to extend outreach to an additional 15 schools, furthering the mission to promote safe driving behaviors in the community.
- 10p. The NH Air National Guard (ANG) should continue its emphasis on promoting safe driving. The NH ANG has a new program about distracted driving, which includes perspectives from an Elliot Hospital ER Nurse.
- 10q. Heightened awareness and promotion of seatbelt usage is a community wide effort and needs to be continuously promoted by individuals, families, organizations, schools, and state agencies

In New Hampshire, during the five years 2018-2022, the average seat belt usage rate was 74.2%. From 2018-2022, unrestrained occupant fatalities have accounted for approximately 52 percent of all vehicle occupant fatalities. The latest scientific survey of seat belt observations was conducted in July 2023. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. Observed seat belt use in New Hampshire in 2015 was 69.5 percent, which increased slightly to 70.2 percent in 2016 and then dropped to 67.6% in 2017. Surveys conducted in 2018 saw an increased rate of seatbelt use to 76.4%. In 2019, the usage increased 1.7% to 72.40%, in 2021, it increased again (4.28%) to 75.5%, in 2022, seatbelt usage increased to 75.7%, and increased again in 2023 to 77.9%.

In 2022, of the 137 fatal crashes and 146 fatalities on NH roadways, 56 of these fatalities were unrestrained, increasing from 53 in 2021. The 2018-2022 unrestrained fatality data determined that the 35-44 age group is a high-risk population, having the most unrestrained fatalities. In 2022, in the 16-20 age group, there were 6 fatalities under this age group, with 4 unrestrained fatalities.

The charts below display the unrestrained fatalities over a rolling average of a five-year period and the unrestrained fatalities by age from 2018-2022.



Liquor Licensees

10r. Liquor Commission Education and Training needs to be promoted.

The Liquor Commission is committed to providing superior educational programs for licensees and employees that focus on the proper sales/service of alcohol or tobacco. The Commission will encourage responsible alcohol consumption for parents/guardians, legal age students, communities, and enforcement personnel through additional educational efforts to help achieve the Commission's goals and to reduce the number of alcohol related incidents. Education and Training Offered:

Training for Owners/Managers/Person in Charge

- Restaurant Delivery License Training
- Management Training Seminar (M.T.S)
- Special One Day MTS
- Alcohol Consultant MTS (A.C.T.)

Training for Licensee Employees

- Total Education in Alcohol Management (T.E.A.M.)
- Grocer Education Training Seminar (G.E.T.S.)
- Liquor Establishment Security Training (L.E.S.T.)
- Carrier License

Training for NHLC Employees

- Liquor Outlet Training Seminar (L.O.T.S.)

Community Outreach

- Buyers Beware
- Fatal Choices
- Investi"GATOR"

10s. Enhance community coalitions and programs designed to address substance abuse.

An example is the Partnership for a Drug-Free NH. The Partnership is a public-private collaboration between the NH Department of Health and Human Services, the NH Governor's Commission on Alcohol & Other Drugs, the NH Charitable Foundation, and the NH Center for Excellence/JSI. The Partnership envisions a New

Hampshire where individuals have the information and skills they need to make and support positive, healthy decisions around the use of alcohol, tobacco, and other drugs, to help the individuals, families, and communities of NH to get informed and get help when they need it.

The Partnership works with community members and key stakeholders to assess and strengthen New Hampshire's infrastructure for substance use prevention by:

- Sharing information on the need for and benefits of consistent funding for substance use prevention.
- Supporting a climate where New Hampshire communities are empowered to address substance use issues.
- Demonstrating that substance use prevention should be a statewide public health priority.
- Providing a network for members to identify and act on common issues.
- Sharing current research, best practices, publications, and resources; and
- Identifying opportunities for state and federal resources.

When possible, the NHOHS also supports educational events and advertising through personal interaction with the public by state and local law enforcement conducting Community Outreach and Betterment presentations, which specifically target young and older drivers in underserved and low-income neighborhoods, including refugee/new American and limited English proficiency groups.

Impaired driving is addressed via public service announcements, signage, and informational displays, targeting those most likely to engage in this dangerous behavior, as determined through crash data, young drivers aged 21 to 35 years old.

FUTURE PUBLIC POLICY CONSIDERATIONS

The following is a list of future considerations for policymakers to consider:

- Increase system accountability.
- Consider changes to the 10-year look-back period that does not allow prior DWI convictions to be used that are more than 10-years old.
- Out-of-state refusals should be considered in a subsequent refusal in NH.
 - Prior convictions will show on the record but CANNOT be used administratively as a prior refusal or prior conviction.
 - The Courts can use this record in prosecution for subsequent DWI convictions but CANNOT be used for ALS purposes.
- Prosecutors who can prove out-of-state DWI convictions should be able to use this to charge a driver with a subsequent DWI.
- The need to consider whether DWI causing bodily injury can arise to higher level of offense.
- Charge classification for wrong-way driving.
- Eluding law enforcement.

IMPLEMENTATION AND REPORT MONITORING

The recommendations compiled in this **Highway Safety Task Force Report** underscore just how quickly driver behavior, vehicle technology, and crash patterns are evolving. To keep pace, we recommend that the Traffic Safety Commission should convene at least **monthly**—in person or virtually—to track fresh data, evaluate enforcement efforts, and refine policy options before emerging risks harden into statewide trends.

After each meeting, the Commission should produce a brief written memo that **(a)** cites any new statistics or case studies drawn from this report, **(b)** notes how the discussion updates or expands on the report’s findings, and **(c)** flags any legislative or budget needs. Those memos should reach the Speaker of the House, Senate President, Governor, and Executive Council within ten business days and be posted online as an addendum to this report. By transforming a once-a-year summary into a living, regularly updated resource, New Hampshire’s elected leaders will gain the real-time insight required to act swiftly—and save lives—on our roads.