

Bill as
Introduced

HB 242 - AS INTRODUCED

2013 SESSION

13-0620

03/09

HOUSE BILL

242

AN ACT

relative to child passenger restraint requirements.

SPONSORS:

Rep. Kelly, Merr 20; Rep. Gile, Merr 27; Rep. Knowles, Hills 37; Rep. Davis, Merr 20; Rep. Schuett, Merr 20; Sen. Fuller Clark, Dist 21

COMMITTEE:

Transportation

ANALYSIS

This bill adds 6- and 7-year-old children to the child restraint system requirement for motor vehicle operation.

Explanation:

Matter added to current law appears in ***bold italics***.

Matter removed from current law appears ~~[in brackets and struckthrough.]~~

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Thirteen

AN ACT relative to child passenger restraint requirements.

Be it Enacted by the Senate and House of Representatives in General Court convened:

- 1 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:
- 2 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
- 3 less than [6] 8 years of age unless such passenger is properly fastened and secured by a child
- 4 restraint system which is in accordance with the safety standards approved by the United States
- 5 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is 55 inches or more in
- 6 height, the provisions of this paragraph shall not apply.
- 7 2 Effective Date. This act shall take effect January 1, 2014.

Amendments

Rep. S. Kelly, Merr. 20
January 29, 2013
2013-0096h
03/05



Amendment to HB 242

not adopted

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 less than [6] 8 years of age unless such passenger is properly fastened and secured by a child
6 restraint system which is in accordance with the safety standards approved by the United States
7 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is [55] 57 inches or
8 more in height, the provisions of this paragraph shall not apply.



Rep. S. Kelly, Merr. 20
February 6, 2013
2013-0230h
03/05

Amendment to HB 242

not adopted

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 ~~[less than 6]~~ 7 years of age *or less* unless such passenger is properly fastened and secured by a child
6 restraint system which is in accordance with the safety standards approved by the United States
7 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is ~~[55]~~ 57 inches or
8 more in height, the provisions of this paragraph shall not apply.



2013-0230h

AMENDED ANALYSIS

This bill adds 6- and 7-year-old children to the child restraint system requirement for motor vehicle operation and increases the height exception to the requirement.

Rep. S. Kelly, Merr. 20
February 6, 2013
2013-0231h
03/05



Amendment to HB 242

not adopted

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 ~~[less than]~~ 6 years of age *or less* unless such passenger is properly fastened and secured by a child
6 restraint system which is in accordance with the safety standards approved by the United States
7 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is ~~[55]~~ 56 inches or
8 more in height, the provisions of this paragraph shall not apply.



2013-0231h

AMENDED ANALYSIS

This bill adds 6-year-old children to the child restraint system requirement for motor vehicle operation and increases the height exception to the requirement.

Rep. M. O'Brien, Hills. 36
February 6, 2013
2013-0232h
03/05



Amendment to HB 242

not adopted

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 less than 6 years of age unless such passenger is properly fastened and secured by a child restraint
6 system which is in accordance with the safety standards approved by the United States Department
7 of Transportation in 49 C.F.R. section 571.213. If the passenger is [55] 57 inches or more in height,
8 the provisions of this paragraph shall not apply.



2013-0232h

AMENDED ANALYSIS

This bill increases the height exception to the child restraint system requirement for motor vehicle operation.

Rep. M. O'Brien, Hills. 36
February 19, 2013
2013-0454h
03/05

Amendment to HB 242

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 less than [6] 7 years of age unless such passenger is properly fastened and secured by a child
6 restraint system which is in accordance with the safety standards approved by the United States
7 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is [55] 56 inches or
8 more in height, the provisions of this paragraph shall not apply.

2013-0454h

AMENDED ANALYSIS

This bill increases the height exception to the child restraint system requirement for motor vehicle operation and adds 6-year-old children to the requirement.



Amendment to HB 242

1 Amend the bill by replacing section 1 with the following:

2

3 1 Rules of the Road; Child Restraint System. Amend RSA 265:107-a, I-b to read as follows:

4 I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person
5 less than [6] 7 years of age unless such passenger is properly fastened and secured by a child
6 restraint system which is in accordance with the safety standards approved by the United States
7 Department of Transportation in 49 C.F.R. section 571.213. If the passenger is [55] 56 inches or
8 more in height, the provisions of this paragraph shall not apply.

Amendment to HB 242
- Page 2 -



2013-0454h

AMENDED ANALYSIS

This bill increases the height exception to the child restraint system requirement for motor vehicle operation and adds 6-year-old children to the requirement.

Speakers

Hearing Minutes

HOUSE COMMITTEE ON TRANSPORTATION

PUBLIC HEARING ON HB 242

BILL TITLE: relative to child passenger restraint requirements.

DATE: 1/29/13

LOB ROOM: 203 **Time Public Hearing Called to Order:** 11:00 am

Time Adjourned: 11:22 am

(please circle if present)

Committee Members: Reps. Bouchard, M. O'Brien, Rhodes, Johnsen, Patten, Soucy, C. Williams, LaPlante, Burtis, O'Flaherty, Sykes, Packard, Crawford, Hikel, Hinch, Straight, P. Walsh, Steven Smith, Chirichiello and Hodgdon.

Bill Sponsors: Rep. Kelly, Merr 20; Rep. Gile, Merr 27; Rep. Knowles, Hills 37; Rep. Davis, Merr 20; Rep. Schuet, Merr 20; Sen. Fuller Clark, Dist 21

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. Sally Kelly - Prime sponsor of the bill testified. This bill will bring NH in line with the federal regulations. Increases the age from age 6 up to age 8. * An amendment will be offered changing the 55 inches to 57 inches.

Cindy Tuttle, Child Safety Program at Concord Hospital. A booster seat will properly position a child in the seat belt. Testified that seat belts and booster seats work. Best practice of 33 other states.

Rep. Karel Crawford - is there a mechanism to have parents face the child front or back. Booster seats are face forward design.

Matt Shapiro, High Safety Coordinator of DOS SP. DOS - supports this bill. Included a position paper.

Rep. Michael Obrien - what does the state do about car pooling? Vehicle must have a proper seat for each child.

Pat Moody AAA of NNE public affairs. **In support of the bill**

Jim Esdon, Safe Kids NH Trauma Program at DHMC - In support of the bill.

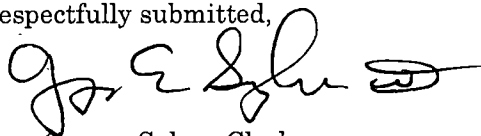
Rep. John Hikel - in the past there was a fund available. Is that funding still available? Not as similar. but there are a number of organization which are helping.

Elaine Frank, NH Public Health Assoc. - Strongly supports this bill sound public health policy.

Kate Frey, NH Div. of HHS of Public Health Services- In full support of the bill.

Peter Thompson, Coordinator of NH Highway Safety - Supported by NH Highway Safety

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "George Sykes", with a horizontal flourish extending to the right.

Rep. George Sykes, Clerk

HOUSE COMMITTEE ON TRANSPORTATION

PUBLIC HEARING ON HB 242

BILL TITLE: relative to child passenger restraint requirements.

DATE:

LOB ROOM: 203 **Time Public Hearing Called to Order:**

Time Adjourned:

(please circle if present)

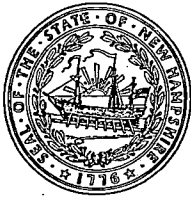
Committee Members: Reps. Bouchard, M. O'Brien, Rhodes, Johnson, Patten, Soucy, C. Williams, LaPlante, Burtis, O'Flaherty, Sykes, Packard, Crawford, Hikel, Hinch, Straight, T. Walsh, Steven Smith, Chirichiello and Hodgdon.

Bill Sponsors: Rep. Kelly, Merr 20; Rep. Gile, Merr 27; Rep. Knowles, Hills 37; Rep. Davis, Merr 20; Rep. Schuet, Merr 20; Sen. Fuller Clark, Dist 21

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Testimony

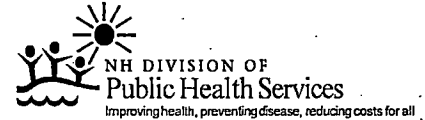


Nicholas A. Toumpas
Commissioner

José Thier Montero
Director

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Testimony on HB 242, relative to child passenger restraint requirements
House Transportation Committee
January 29, 2013

Good morning members of the committee. My name Kate Frey and I am the Legislative Liaison for the Division of Public Health Services within the Department of Health and Human Services. I am here to speak in support of HB 242, relative to child passenger restraint requirements.

The role of the Division is to support policies that promote evidence based public health practices. The proposed legislation would amend the current statute to better align with best practice as outlined by the National Highway Traffic Safety Administration and the American Academy of Pediatrics, which is that any child under 8 or less than 4 feet 9 inches shall be required to be in an appropriate child restraint (car or booster seat) system. Currently, 33 states have laws up to the age of 8.

Despite the effectiveness of car and booster seats, a survey conducted in 2008 by the National Highway Traffic Safety Administration revealed that only 35% of 6 and 7 year olds were restrained in booster seats. A recent study published in *Pediatrics* demonstrated that state legislation mandating booster seat use for children aged 4-7 is associated with decreased rates of motor vehicle crash fatalities (*Pediatrics*. 2012 Dec; 130(6): 996-1002. doi: 10.1542/peds.2012-1058. Epub 2012 Nov 5).

Decreasing child passenger injuries due to motor vehicle crashes is a core public health practice and is also a reported indicator for the Federal Maternal Child Health Grant within the Division. The Division of Public Health Services is committed to supporting proven public health policies in order to protect NH citizens; therefore we are in support of HB 242.

Thank you for considering this legislation.

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Booster Seat Laws and Fatalities in Children 4 to 7 Years of Age

Rebekah Mannix, Eric Flegler, William P. Meehan III, Sara A. Schutzman, Kara Hennesly, Lise Nigrovic and Lois K. Lee

Pediatrics 2012;130;996; originally published online November 5, 2012;

DOI: 10.1542/peds.2012-1058

The online version of this article, along with updated information and services, is located on the World Wide Web at:

<http://pediatrics.aappublications.org/content/130/6/996.full.html>

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Booster Seat Laws and Fatalities in Children 4 to 7 Years of Age



WHAT'S KNOWN ON THIS SUBJECT: Previous studies have demonstrated that booster seat legislation decreased fatalities in children. However, these studies have not accounted for confounding factors such as other legislation and temporal trends in safety.



WHAT THIS STUDY ADDS: This study demonstrates that state booster seat laws are associated with decreased rates of fatalities and injuries in children 4 to 7 years of age in the United States, with the strongest effects in the older children.

abstract



OBJECTIVE: To determine whether state booster seat laws were associated with decreased fatality rates in children 4 to 7 years of age in the United States.

METHODS: Retrospective, longitudinal analysis of all motor vehicle occupant crashes involving children 4 to 7 years of age identified in the Fatality Analysis Reporting System from January 1999 through December 2009. The main outcome measure was fatality rates of motor vehicle occupants aged 4 to 7 years. Because most booster laws exclude children 6 to 7 years of age, we performed separate analyses for children 4 to 5, 6, and 7 years of age.

RESULTS: When controlling for other motor vehicle legislation, temporal and economic factors, states with booster seat laws had a lower risk of fatalities in 4- to 5-year-olds than states without booster seat laws (adjusted incidence rate ratio 0.89; 95% confidence interval [CI] 0.81–0.99). States with booster seat laws that included 6-year-olds had an adjusted incidence rate ratio of 0.77 (95% CI 0.65–0.91) for motor vehicle collision fatalities of 6-year-olds and those that included 7-year-olds had an adjusted incidence rate ratio of 0.75 (95% CI, 0.62–0.91) for motor vehicle collision fatalities of 7-year-olds.

CONCLUSIONS: Booster seat laws are associated with decreased fatalities in children 4 to 7 years of age, with the strongest association seen in children 6 to 7 years of age. Future legislative efforts should extend current laws to children aged 6 to 7 years. *Pediatrics* 2012;130:996–1002

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Divisions of ^aEmergency Medicine, and ^cSports Medicine, Children's Hospital Boston, Boston, Massachusetts; and ^bThe Micheli Center for Sports Injury Prevention, Boston Massachusetts

KEY WORDS

trauma, legislation, motor vehicle collisions

ABBREVIATIONS

CI—confidence interval

FARS—Fatality Analysis Reporting System

MVC—motor vehicle collision

NHTSA—National Highway Transportation and Safety Administration

All authors contributed to the conception, study design, data analysis, and manuscript preparation of this study.

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Booster Seat Laws and Fatalities in Children 4 to 7 Years of Age

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Safe Kids New Hampshire/Injury Prevention Center

Testimony before the House Transportation Committee
on HB 242
January 29, 2013

Good morning. For the record, my name is Jim Esdon. I am the Program Manager of the Injury Prevention Center at CHaD and the Dartmouth Hitchcock Medical Center Trauma Program. As well, I am a CPS technician, police officer and, most importantly, a dad. We strongly support HB 242.

There are many substantive reasons to support this bill – assisting parents with best practice to keep their children safe, personal experiences with preventable injuries, concern about saving lives and reducing injuries, recognition of the tremendous costs – human and financial - associated with preventable incidents and, the knowledge that it is far more effective to prevent injuries than to try to fix them after the fact.

As a person who spends my life working to keep kids safe I ask that you support HB 242.

The proposed changes to the current law will bring us into alignment with best practice. It will promote safety for children, and functions as a guiding principle to inform parents, health care providers and enforcement personnel of the safest way to transport children.

I wanted to share with the committee a recent study that was just published in the Journal of the American Academy of Pediatrics in November of this past year.

This study demonstrates on a national level the effectiveness of booster seat legislation on decreasing fatalities in children from 4 through 7 years of age. This protective effect appears to be even more important for children aged 6 to 7 years, who are not routinely covered under state laws. Legislation mandating the use of booster seats should include children at least until the age of 7 and preferably until they reach the recommended height of 4'9" for safe seat belt use without a booster seat.

Our office works diligently to provide families, providers, child passenger safety technicians and others with best practice information and education on this subject. We additionally support many car seat fitting stations around the state with resources such as car seats to assist in this mission. We pledge our support to you that we will continue to function in this role with the support of several partners and get resources to these settings to cover children up to age 8 and 4'9".

Parents call our office on a regular basis to inquire about the child passenger safety law as they want to do the right thing. Parents look to laws to inform them and help keep their kids safe. We ask that you pass this enhanced child passenger restraint law so that when we tell them the law we are confident that they are getting the best information and recommendations for their child's safety.

House Transportation Committee
Legislative Office Building Room 203
January 29, 2013 11:00am

Re: HB 242 An Act Relative to Child Passenger Restraint Requirements

Madam Chair and distinguished Members of the House Transportation Committee. My name is Pat Moody and I am the manager of public affairs for AAA Northern New England. On behalf of AAA Northern New England, which serves more than 390,000 members in the state of New Hampshire, I am here to express our support for House Bill 242.

AAA actively advocates for public policy that makes New Hampshire a safer place to live, work, and raise our families. We have been working diligently on our "Seated, Safe & Secure" campaign for the past decade to help educate those who transport children to use booster seats, and other child safety seats, in the safest manner possible.

- Research shows that children age 4 to 8 who use booster seats are 45 percent less likely to sustain injuries as the same aged children who use vehicle seat belts. Currently, New Hampshire is only one of 18 states that does not require booster seats for children ages 7 through 8.
- Booster seats help protect children from injury and death in crashes by ensuring that the adult seat belt fits properly. Proper fit reduces the risk of "lap belt syndrome," which occurs when the lap belt portion of the adult seat belt rides up into a child's abdomen. A seat belt fits properly when the lap belt lays across the upper thighs and the shoulder belt fits across the chest.
- Premature graduation to a seat belt endangers children as seat belt systems were designed to fit a 168 pound male. The effectiveness of booster seats in protecting children from serious crash-related injuries is well documented.

This bill would require booster seat use for children up to age 8 unless they meet certain height and weight requirements. Parents want to do the right thing to protect their children. Many look to the law for guidance on how to properly restrain their children and are given a false sense of security here in New Hampshire when they comply with the law and unknowingly put their children at greater risk. AAA believes this law would help educate parents on the merits of using booster seats for children 7 and 8 years old, and is good public policy for the State of New Hampshire.

I urge you to support HB 242.

Pat Moody
Manager of Public Affairs
AAA Northern New England

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Why are child safety seats needed?

Motor vehicle crashes are a leading cause of death and injury for American children over age one, claiming more lives than any childhood disease. Injuries from motor vehicle crashes also are a

major cause of epilepsy and paraplegia in children. That is why all 50 states and the District of Columbia have passed mandatory child safety seat usage laws.

All motor vehicle occupants need to be protected from injury caused by hitting the vehicle's interior in case of a sudden stop, swerve or crash. They also need to be restrained to prevent ejection from the vehicle itself. If unrestrained, infants and children can be thrown around the vehicle like flying missiles. In a 30-mph crash,

children may be thrown with a force equal to 30 times their own weight. (10 lb. infant x 30 mph = 300 lbs of force). An unrestrained child would crash with a force comparable to falling from a three-story building!

Young passengers are at the highest risk for serious head injuries because they have disproportionately larger heads, less developed neck muscles and softer, undeveloped bones. Remember, children are not small adults! Under identical situations, a young child is much more likely to be injured than an adult. Each year about 500 passengers under age five are killed and more than 50,000 are injured as a result of vehicle collisions and sudden stops.



Many people believe they can protect children while riding in a vehicle by holding them on their laps, but safety experts call this the "child crusher" position. Actually, a parent or other adult increases both the probability and degree of injury to a child in a crash with this practice. Even at low speeds, the forces generated in a crash are so great that even strong adults cannot restrain or shield children held in their laps. The children can be thrown forward into a dashboard or seat back area and then crushed between that surface and the body of the adult (restrained or unrestrained).

How do you select the best safety seat for your child?

When buying a child safety seat, remember to select one that you will use correctly every time you transport your child.

Choose a seat that fits:

- o your child
- o your vehicle
- o your budget

Do not base your selection of a child safety seat solely on price. All child safety seats must meet the



same federal motor vehicle safety standards. Be sure to check both vehicle and child safety seat manufacturer's recommendations. Try installing the seat in your vehicle to be certain that it fits and can be tightly secured. Most stores will allow

you to examine different models prior to buying a seat. Use this opportunity to identify the seat that best fits your child.

What types of child seats are available?

Infant-only seats



These seats are designed for babies weighing up to 20 or more pounds. For proper fit, the infant's head should not be closer than one inch from the top of the seat back. Infant safety seats should be installed to face the rear of the vehicle only and are secured by the vehicle safety belt or the LATCH

(Lower Anchors and Tethers for Children) restraint system which secures a child safety seat to anchor bars in the bight of a vehicle seat. Infants under one year of age and less than 20 pounds **MUST** ride in a rear-facing position. Best practice recommends keeping them rear-facing until they meet the upper weight limit of the rear-facing convertible seat, usually 30 to 35 pounds. Remember, never install a rear-facing child safety seat in the front seat of a vehicle equipped with activated air bags.

Make certain that the infant safety seat you purchase is certified for use in motor vehicles. This will be designated by a label on the seat.

Convertible seats



These seats are designed for infants and toddlers. They can be used in a rear-facing position for infants up to 30 or 35 pounds (always check the manufacturer's instructions), or in the forward-facing position for toddlers up to 40 or more pounds (about 4 years of age).

Convertible seats are available in two basic styles: 5-point harness and tray shield. Though a convertible seat would accommodate an infant, it is best to begin with an infant-only seat for the best fit and protection.

Integrated Child Safety seats



Integrated child safety seats are seats that are built into the vehicle. They are intended for toddlers and designed for the forward-facing child over 20 pounds and one year of age. Some integrated seats have harnesses that can be used until the child reaches 40 to 60 pounds, and some can be used as belt positioning boosters. Refer to the vehicle owner's manual for instructions and recommended use of the integrated seat.

Belt-Positioning Boosters



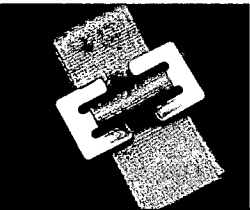
These seats are intended for older children. The seat is used as a transition from a convertible seat to the adult seat belt. These booster seats offer the best upper body protection for children weighing from about 40 up to 80 or more pounds. Booster seats should be used until the child fits the vehicle's lap and shoulder belt.

Belt-positioning boosters are also designed to help lap and shoulder belts fit better. Backless boosters can be used in vehicles with proper head restraints. For vehicles without rear head restraints, high-back boosters provide appropriate head support.

Do you know how to install a child safety seat properly?

Buying the correct child safety seat won't protect your child properly if you don't install it correctly. According to the National Highway Traffic Safety Administration, approximately **eight out of every 10** child safety seats are not used correctly. Read the child safety seat manufacturer's instructions and the vehicle owner's manual before you install the seat in your vehicle.

The child safety seat **must** be secured as tightly as possible with the vehicle's safety belt or LATCH system (lower anchors and tethers) to ensure safe performance in a crash or sudden stop, but without causing damage to the child safety seat or vehicle. When testing at the belt path, there should be no more than one inch of side-to-side or forward movement. The vehicle seat belt also must be threaded properly through the frame of the child safety seat as the manufacturer specifies.



Many vehicle manufacturers have specific instructions or require special equipment for installing child safety seats. The vehicle owner's manual will indicate if you will need "extras" such as a locking clip that secures the vehicle safety belt around the child safety seat or an accessory buckle for fitting child seats in particular seating positions.

Newer model motor vehicles have "switchable retractor" systems. This system can manually be adjusted from an ELR system to an "automatic locking retractor" (ALR) system for holding a child safety seat. Refer to the "safety restraint" section of your vehicle owner's manual for details.

There are other types of safety belt systems that require special installation procedures to hold safety seats secure. **Always refer to the vehicle owner's manual when you install a child safety seat.**

How do you properly secure your child in the seat?



After securing the child safety seat to the vehicle, it is equally important to properly secure the child in the seat. All harness straps must be correctly threaded and anchored to the child safety seat.

The retainer clip also must be adjusted so that it is at armpit level on the child's body. The harness straps should be flat or untwisted and adjusted so that they are snug (you are not able to pinch any slack).

Where do you place the child safety seat?



Child safety seats provide excellent protection if the child is properly buckled up and the seat is correctly secured by the vehicle belt. The safest place for all children is in the back seat. Children age 12 and under should always ride in the back seat. A rear-facing child safety seat should never be installed in the front seat of

a vehicle with a passenger air bag, unless the air bag can be deactivated by a safety switch. If your vehicle has a fold-down armrest in the center rear seating position, be sure to check your vehicle owner's manual and child safety seat manufacturer instructions for correct installation.

When there is no other alternative but to place a child over the age of one in the front seat in a forward facing child restraint, push the vehicle seat all the way back and make sure the child uses an appropriate restraint correctly.

What are the straps on the back of child safety seats?

As of September 1999, all child safety seats were required to meet a standard limiting the forward head movement in the event of a crash. Many manufacturers have met this standard by placing a top tether strap on the back of their child safety seats that would attach to an anchor in your vehicle.

As of September 1999, automobile manufacturers were required to phase-in tether anchors in all new vehicles. For most vehicles manufactured prior to September 1999, you may contact your dealer to have a tether anchor installed at little or no cost. Anchor locations vary from vehicle to vehicle, (the rear window deck, on the floor of a van, etc). Check your vehicle owner's manual for tether anchor locations.



The LATCH system has been developed to attach child safety seats to the vehicle without using the vehicle safety belt. Child safety seats now are equipped with two soft lower tether attachments or rigid bars that attach to a set of anchors located in the crease, or just above the crease, of the rear vehicle seat. This system works in conjunction with the top tether attachment. Child safety seats and vehicles were required to be equipped with lower anchorage systems as of September 2002.

Can you rent a child safety seat when you are traveling?

If, for any reason your child safety seat can't go with you when you travel by plane, train or rental car, you should always arrange to have a child safety seat available for your child. Most major car rental agencies have child safety seats to rent. Be sure to call ahead and arrange to have a seat ready when you pick up the car. Ask for the seat installation instructions.

It is a good idea to determine an air carrier's policy regarding the use of child safety seats or other requirements such as seat location or the purchase of an additional ticket when booking the flight. Be sure to check your child restraint for an FAA certification label indicating that it is safe to use for air travel.

Should you buy a second-hand child safety seat?

It is not recommended to buy or use a second-hand child safety seat. Though money could be saved by getting a used seat, this practice can be potentially dangerous. It is very difficult to determine if a seat has been recalled, mistreated, involved in a crash or is missing any key components.

If you must use a second-hand child safety seat, you must answer yes to **all** of the following questions:

- **Was the seat manufactured less than five or six years ago?** Earlier seats may not be crashworthy or may have been recalled. Check the label to see if the manufacture date and model number are still visible. To identify whether there have been any recalls on a seat, call the NHTSA Hotline at (800) 424-9393.
- **Is the manufacturer's instruction booklet available for you to consult?** Read the information carefully so you can be sure you have all the necessary parts and can install the seat properly.
- **Was the seat well maintained?**
- **Are the harness straps free of fraying and discoloration?** Sunlight is a leading cause of deterioration.
- **Is the webbing completely free of any signs of wear in places where it passes over the slots?**
- **Do the buckles operate properly?**
- **Are all the necessary parts included?** If the installation requires a tether strap or locking clip, are they readily available?
- **Is the child seat free of cracks, bends, loose bolts, etc.?**

The best safety seat is one that:

- ① is suitable for your child's age and size;
- ② can be correctly and securely installed in your vehicle;
- ③ fits your budget;
- ④ you will use correctly each and every time your child rides in a vehicle.

Key points to remember

- Carefully read the safety seat manufacturer's instructions and the vehicle owner's manual for instructions and warnings.
- It is important to keep the child safety seat clean. Follow the instructions of the child safety seat manufacturer regarding care of the seat. You may need to contact the manufacturer of your child seat for specific details.
- Be sure all harness straps are properly threaded and are not twisted at any point.
- Infants **must** be transported in a rear-facing position in an infant or convertible seat until at least age one and at least 20 or more pounds. **Never transport a child under age 12 in the front seat of an air bag equipped vehicle, if the air bag cannot be deactivated.** An inflating air bag will cause serious injuries.
- Check for hot metal buckles on your child's safety seat during warm weather months. Cases of children getting burned on hot buckles have been reported. When not in use, you may cover the child safety seat with a light-colored fabric to reflect the heat.
- Your child is ready for a safety belt when the lap belt can be fitted low and snug across the child's hips and the shoulder belt does not rest against the child's face or the front of his/her neck. **Never place the shoulder belt under the child's arm or behind his/her back.**

Road safety is no accident

- No more than one person should be placed in a safety belt system — regardless of age.
- Most motor vehicle collisions and injuries occur at low speeds and close to home.
- Set a good example. Buckle up yourself! An unrestrained adult can be thrown into other passengers and cause serious or even fatal injuries. Your children need you alive and well. Protect them by protecting yourself.
- On long trips, young children very often get fussy when they have to sit in the seat for long periods of time. A good rule of thumb is to stop every hour for about 10 to 15 minutes to allow children to stretch. You also may consider a goody bag filled with soft books, stickers, toys, a favorite blanket, stuffed animal, or snacks to help entertain a weary child. Sometimes it also helps to have a parent or other adult ride in the back seat with the child to help entertain him or her. Be strict and firm on the use of the child safety seat.

For more information on Child Passenger Safety please contact:

- **AAA**
AAA.com/carseat
- **AAA Public Affairs**
www.aaapublicaffairs.com
- **1-866-SEAT-CHECK** for a certified technician near you.
- **AAA Foundation for Traffic Safety**
www.aaafoundation.org
- **National Child Passenger Safety Board**
www.cpsboard.org
- **National Highway Traffic Safety Administration**
www.nhtsa.gov
- **SafetyBeltSafe, USA, 1-800-745-SAFE**



Traffic Safety Programs
1000 AAA Drive, Heathrow, Florida 32746-5063
www.AAA.com
1-800-JOIN-AAA

Printed in USA

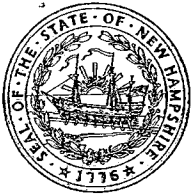
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FRAGILE



TRANSPORT SAFELY





State of New Hampshire

DEPARTMENT OF SAFETY
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EARL M. SWEENEY
ASSISTANT COMMISSIONER

NH DEPARTMENT OF SAFETY

LEGISLATIVE POSITION PAPER

HB 242 SB AS INTRODUCED (x) AMENDMENT NO. _____

Statistics tell us that nationwide, more than 3 children every day die in crashes and in a year's time the number of children killed in crashes exceeds the population of the cities of Manchester and Nashua combined. The data also shows that person who is not using a proper passenger restraint is 4 times more likely to die in a crash than someone who is.

Very young children are safest riding in the back seat, in a rearward-facing child safety seat. As they get older they can transition to a forward facing booster seat, also riding in the back seat of the car. What HB 242 seeks to do, is to raise the age at which a child can ride in a car with a regular adult safety seat belt and shoulder harness arrangement, which all modern cars of today are equipped with. This bill would bring New Hampshire's law more in line with the majority of other states, who have changed their laws to require children to remain in booster seats longer than before, based on recommendations resulting from research and testing.

This bill increases the age, at which children should be in a child passenger seat from the current 6 years of age to 8 years of age, unless the child is at least 55 inches tall (which is 4 feet, 7 inches).

Is this reasonable, based on average growth rates for children? According to the Centers for Disease Control, the average height and weight for a healthy 8-year old boy is 50 inches (4'2") and 56 lbs., and the average for girls is 50 inches (4'2") and 58 lbs. The Center for Child Disability and Health pegs the average height and weight for an 8-year old as 45 (3'9") inches and 57.2 lbs. for both boys and girls. HealthyChildren.org, recommends leaving children in booster seats until they are at least 4'9" tall or have reached the age of 12, whichever comes first.

We did a quick Google search of a random sample of other states and Arizona is age 8 or 4'9", Texas is age 8 or 4'9", Tennessee is 4'9" or age 12, Wisconsin is 4'9" or 80 lbs. for under the age of 8 years, the Centers for Disease Control recommends children after age 8 should only wear an adult seat belt until the belt can be adjusted to fit them properly – but in any case they should remain in a booster seat up to age 8 or when they reach 4'9". Washington State is age 8 or 4'9" tall. The National Highway Traffic

Safety Administration recommends following the recommendations of the child seat manufacturer for children between the ages of 4 and 7, and from ages 8 to 12, leaving them in a booster seat and not putting them in an adult seat belt until the seat belt fits them properly. New York State is age 8 with no height requirement, New Jersey is age 8 or 80 lbs., and California is age 8 with no height requirement.

In the New England states, Vermont is age 8 or 4'9", Maine is age 8 and 4'7" the same as HB 242 proposes, Massachusetts is age 8 and 4'9", Connecticut is age 6 and 60 lbs., and Rhode Island is age 8 and 4'9", so at age 8 we are right in line with everyone except Connecticut, and at 4'9" we would allow a child 2" shorter than all but Maine to escape the booster seat (Connecticut doesn't count because they go by weight and not height).

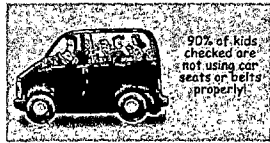
The bottom line is, there seems to be a consensus of most authorities that children unless they are inordinately tall for their age, should remain in booster seats until age 8, so raising our law from age 6 to 8 seems to be in line with best practices. A height of 55 inches, or 4'7" for children less than age 8 also seems reasonable, given that most adult seat belts cannot be adjusted to properly fit most children a child shorter than 4'7", pegging that as the height is not unreasonable.

That said, we believe passing HB 242 would save lives, and the Department supports it.

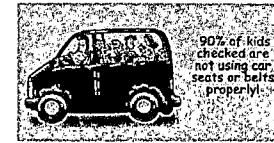
APPROVED:

Earl M. Sweeney

Assistant Commissioner



Child Passenger Safety Inspection Stations:



For answers to your child passenger safety questions or to schedule an inspection, call:

Barrington Police Dept. - 664-7679	Bedford Fire Dept. - 472-3219	Bow Police Dept. - 228-0511
The Children's Learning Center @ Cheshire Medical Ctr./DH-K Contact: Lori Guyette -354-5454 ext 3600	Concord Hospital's Center for Health Promotion - 230-7300	Dover Police Dept. 742-4646 Contact: Sgt. Marn Speidel
Gilford Fire/Rescue - 527-4758 Ask for CPS technician	Goffstown Police Dept. 497-4858 Contact: Sgt. Dave Rivard	Greenland Police Dept. - 431-4624 Contact: Officer Wayne Young
Hampton Fire Dept. - 926-3316 Contact: Ask for car seat technician	Hanover Police Dept. - 643-2222 Contact: Lt. Mike Evans	Hollis Fire Dept. - 465-6001 Contact: Ask for car seat technician
Hudson Police Dept. - 886-6011 Contact: Michelle Vachon	Injury Prevention Center - 1-877-783-0432 Contact: Jo-Ellen Courtney	Littleton Regional Hospital - 444-9567 Contact: Ask for car seat technician
Londonderry CPS Program - 432-1118 Contact: Car Seat Hotline	Manchester Fire Dept. 669-2256 ext.3333	Manchester Police Dept. 668-8711 Ask for car seat technician
Milford Ambulance Service - 249-0610 Contact: Eric Schelberg	Milford Fire Dept.- 249-0680 Contact: Ask for Car Seat Inspection	Nashua Police Dept: - 594-3500 Contact: Sgt. Todd Martyny Once a month - Nashua residents first
Newington Fire Dept. 436-9441	North Hampton Fire - 964-5500	Peterborough Police Dept. - 924-8050 Contact: Craig Edsall
Portsmouth Police Dept. - 610-7543 Contact: Car Seat Hotline	Rochester Police Dept. - 330-7127 Contact: Ask for CPS technician	Somersworth Police Dept. - 692-3131 Contact: Officer Eric Chandler
St. Joseph Hospital (Nashua) - 595-3055 Contact: Car Seat Hotline	Tilton-Northfield Fire Dept. - 286-4781 Contact: Lt. Tim Ames	Women's Health Resource Center/DHMC 650-2600

Boosters for Big Kids

Protecting School-Age Children

Child
Safety
Facts
2012

Car Safety Basics

- Your child should use a car safety seat (car seat) with a harness for as long as possible, until at least age 4. After it's outgrown, your child should ride in a booster seat.
- **ALWAYS** follow booster seat and car instructions.
- A lap-shoulder belt **MUST** be used with a booster. **NEVER** use only a lap belt with a booster.
- **If your car has no shoulder belts in the back seat**, see the other side of this sheet.
- Teach your child to buckle up and to pull up on the shoulder belt to make the lap part snug.
- **Use the back seat for all children under age 13.** The back seat is safer, with or without an air bag.
- The center of the back seat is safest. It is farthest away from impact in a crash. However, a child in a booster **MUST** sit where there is a shoulder belt.
- **ALWAYS** use your seat belt. Your child learns from what you do. Make sure **everyone** in the car buckles up.
- Make sure others who drive your child know you expect your child to use a car seat or booster.

Warning: Always secure a booster with a seat belt or LATCH when it is not being used. A loose booster can be thrown around in a sudden stop or crash and might injure others in the car.

NH Child Passenger Safety Program
1-877-783-0432

Car Seat or Booster—Safer Than Seat Belt Alone

When does a child outgrow a car seat with a harness?

Your child should use a car seat with a harness for as long as possible. It will usually give more protection than a booster or a seat belt. Most car seats fit children up to at least 40 pounds, and many go up to 65 to 90 pounds.

Keep your child in a car seat until:

- The ears are above the top of the child seat, or
- The shoulders are above the top shoulder strap position, or
- The child's weight is at the car seat's upper limit (check the label or instructions).

When your child outgrows a car seat, he or she needs a booster seat.

What is a booster? What does it do?

A booster seat raises the child up to help the lap and shoulder belts fit right (picture, top). Using a booster seat in the rear seat reduces a child's risk of injury by almost 60 percent. A booster also makes the child more comfortable and allows him to see out the window better.

A booster is **NOT** the best choice if:

- The child is over 40 pounds but too short for a booster.
- The child is too wiggly to sit still in a booster.
- There is no shoulder belt to use with the booster.

These children would be much safer riding in a car seat or harness with a higher weight limit. (See Resources.)

Why can't my child use only a seat belt?

Seat belts are made to fit adults. They do not fit most children until at least age 8 to 12. If the lap belt is around or near the child's waist (picture, bottom), it could cause serious injuries in a crash. If the shoulder belt is across the neck, a child might put it behind his back or under his arm. That also could cause very serious injuries.

When will my child be big enough to use a seat belt?

Use the 5-Step Seat Belt Test* to find out. Sit your child in the back seat and put on the seat belt. Check the steps below. If you answer "yes" to **ALL** of these questions, your child is big enough to use a seat belt without a booster.

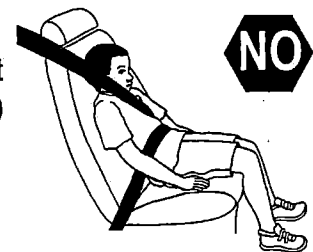
- Can your child sit with a straight back against the vehicle seat back?
- In that position, do his legs bend comfortably at the edge of the vehicle seat?
- Does the lap belt stay low, touching the thighs (not on the belly)?
- Does the shoulder belt cross the center of his shoulder?
- Can your child sit this way without slouching during a long ride?

Note: All cars are not the same, so do this check for any car your child rides in.

* Adapted from SafetyBeltSafe U.S.A. 5-Step Test



A booster helps seat belt fit properly. This is a backless booster.



Poor seat belt fit. Child is too small to use it safely.

Kinds of Booster Seats

Most boosters fit children from 40 up to 80 to 120 pounds.

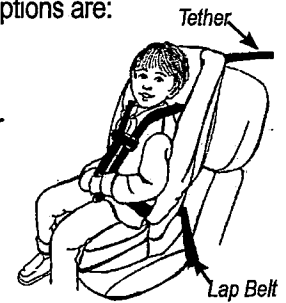
- **Booster with a high back:** This type helps prevent neck injuries if your car has low seatbacks. A high back also may provide better head protection in side impacts. The high back helps keep a sleeping child in place (picture, right). (Read instructions. A few cannot be used with low-back vehicle seats.)
- **Combination seat:** This kind of car seat has a harness for a child under a stated weight limit. The harness can be taken out to make it into a high-back booster for a larger child.
- **Booster with no back:** A backless booster (shown on page 1) is fine if the vehicle seat has a high back and your child does not sleep in the car. Older children may think they look more "grown up."



If a Car Has Only Lap Belts in Back

A booster seat **cannot** be used with only a lap belt, so a different safety device is needed. Options are:

- A car seat with a harness for a child over 40 pounds (picture, right). It is okay to install most car seats with only a lap belt, but it is much safer to also use a tether. Some require a tether at higher child weights.
- A vest or harness for children over 40 pounds. These require a tether strap to be used.



Car seat for child over 40 pounds, used with lap belt and tether

Using Seat Belts Correctly

When your child is big enough, teach him how to wear the seat belt correctly. (Adults need to buckle up correctly, too.)

Lap belt fit is most important. The belt must be low and tight, touching the top of the thighs. Teach your child to push the lap belt down and make it snug (picture, below).

It is hard to keep the lap belt snug and low if a child is wearing a heavy jacket. Either pull the jacket up so the lap belt goes under it or open the jacket and pull it to the sides.

A lap-shoulder belt gives much better protection than only a lap belt. The shoulder belt should cross the middle of the shoulder.

Make sure your child does **not** put the shoulder belt behind her back or under her arm. That can cause very serious injury.

Some cars have built-in shoulder belt height adjusters (see the owner's manual). These make the shoulder belt fit better. **Avoid** using shoulder belt adjusters bought from a store.

They do not have crash safety standards. They often make the seat belt too loose or the lap belt too high. This can cause serious injury.

Be sure children do not use seat belts as playthings. A seat belt wrapped around the neck is very dangerous.



Choosing and Using a Booster Correctly

A lap-shoulder belt **MUST** be used to hold your child in a booster. **NEVER** use a lap belt only. **ALWAYS** follow the instructions.

Proper fit of the seat belt is important. Choose a booster that makes your car's seat belt fit your child correctly. Take your child with you when shopping for a booster.

To check for proper fit:

- Place your child on the booster and buckle the seat belt around your child. Use the seat belt guides on the booster.
- Check the lap belt position. It should be on top of the thighs or very low on the hips.
- Check the shoulder belt position. It should go across the middle of the shoulder. Most boosters have shoulder belt guides. Adjust these to help with proper fit. Make sure the belt slides through the guide easily.

Air Bag Warning

In a crash, the impact of the air bag can injure or kill a child. Never put a rear-facing car seat in front of an active air bag.

It is always safer in the rear. If you cannot avoid putting a forward-facing child in front, make sure the car seat harness or the shoulder belt is snug. Move the vehicle seat all the way back.

A sports car or pickup truck with no back seat or a very small back seat may have a switch or sensor that turns the front air bag off. Make sure the air bag is turned off before putting a child in front. (Turn it on again for adult passengers.)

If there are side air bags in the back seat, make sure your child does not lean against the side of the car.

Check the car manual for more information about air bags.

Resources

NHTSA Auto Safety Hotline:

888-327-4236, 800-424-9153 (tty), www.safercar.gov

SafetyBeltSafe U.S.A.: 800-745-7233, www.carseat.org

(See list of car seats for over 40 pounds, #173 under "Helpful Handouts.")

Find a Child Passenger Safety Inspection Location:

866-732-8243, www.seatcheck.org

The Children's Hospital of Philadelphia: www.chop.edu/carseat

New Hampshire
Strategic Highway
Safety Plan

Driving Toward Zero Deaths

2012-2016

DRIVING
TOWARD
ZERO

One Death Is Too Many



*This plan has been drafted and is presented by the New Hampshire
Toward Zero Deaths Coalition. The coalition is comprised of
stakeholders from multiple state agencies and organizations.*



TABLE OF CONTENTS

Letter	5
The Numbers	7
Driving Toward Zero... A Safety Culture	9
Our Goal	10-11
General Strategies	13
Critical Emphasis Areas	15
Impaired Driving	16-19
Distracted Driving	20-23
Speeding	24-27
Vehicle Occupant Protection	28-31
Adolescent Drivers	32-35
Older Drivers	36-39
Crash Locations	40-45
Motorcycles and Vulnerable Roadway Users	46-49
Comprehensive Safety Data Improvement	50-53
Performance Measures	54-57
Conclusion	59
NH Driving Toward Zero Deaths Coalition Members	61
Appendix	63



Dear New Hampshire Citizens:

The following pages comprise the State of New Hampshire's 2012 Strategic Highway Safety Plan (SHSP). It is the result of a collaborative effort of safety stakeholders. This plan is data-driven and identifies statewide goals and strategies targeting highway safety improvements proven to reduce traffic crashes. The SHSP serves as a roadmap for federal, state, and local agencies; planning commissions; the private sector; and concerned citizens working together to reduce crashes, injuries, and deaths on New Hampshire's roads.

Since the creation of New Hampshire's first Strategic Highway Safety Plan in 2007, there has been an 11 percent reduction in traffic fatalities, equating to nearly 14 fewer lives lost per year. The updated plan builds on this success, targeting the State's current safety concerns, and adopts the vision of "Zero Deaths."

Although a committee of professionals representing agencies and organizations that are directly involved in safety created this plan, it is you, the citizens of New Hampshire, who hold the power to effect true change. History shows that driver behavior is a major contributor in the reduction of crashes. To realize the vision of "Zero Deaths," each of us must remember that operating a vehicle is a privilege and can be dangerous. We must accept personal responsibility for traveling safely on New Hampshire roads.

Every driver, passenger, bicyclist, and pedestrian is important and deserves our full attention and consideration. We must not accept roadway deaths as a matter of course. All drivers in New Hampshire, choosing to be fully aware when they get behind the wheel, will create a profound impact.

We invite you to review the 2012 New Hampshire Strategic Highway Safety Plan and to join us in "Driving Toward Zero Deaths."

“People get in their cars, turn the key, and expect to arrive at their destinations alive.”

Earl Sweeney
Assistant Commissioner,
Department of Safety



**A severe injury is defined as an incapacitating injury.
Roadway crash injuries are assessed on-scene by first responders.*

THE NUMBERS

91,938

 People Injured.

The total number of people injured in traffic crashes in New Hampshire from 2003 through 2010 equates to an alarming average of **11,492** people per year.

5,526

 People Severely Injured.

Severe injuries* changes lives—and oftentimes shorten them. There are unimaginable emotional costs and huge financial implications to the injured, their families, and their communities.

1,097

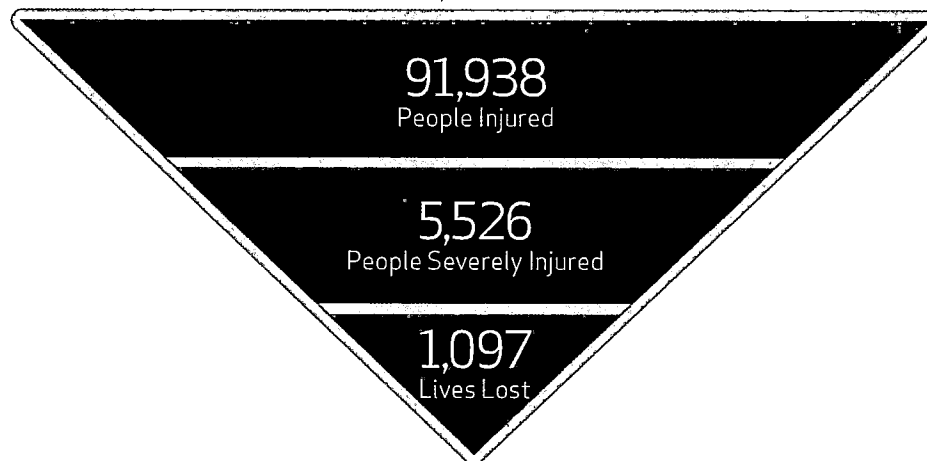
 Lives Lost. Gone Forever.

Who were these people? What might they have contributed to our lives, to our state and to our country?

The bottom line is that traffic crashes are preventable—not inevitable.

New Hampshire's goal is to reduce the number of roadway deaths 50 percent by 2030; and continue this program until there are ZERO roadway deaths.

Crashes 2003-2010



Every unsafe act, distracted driving, impaired driving, speeding... carries the risk of a fatality



DRIVING TOWARD ZERO... A SAFETY CULTURE

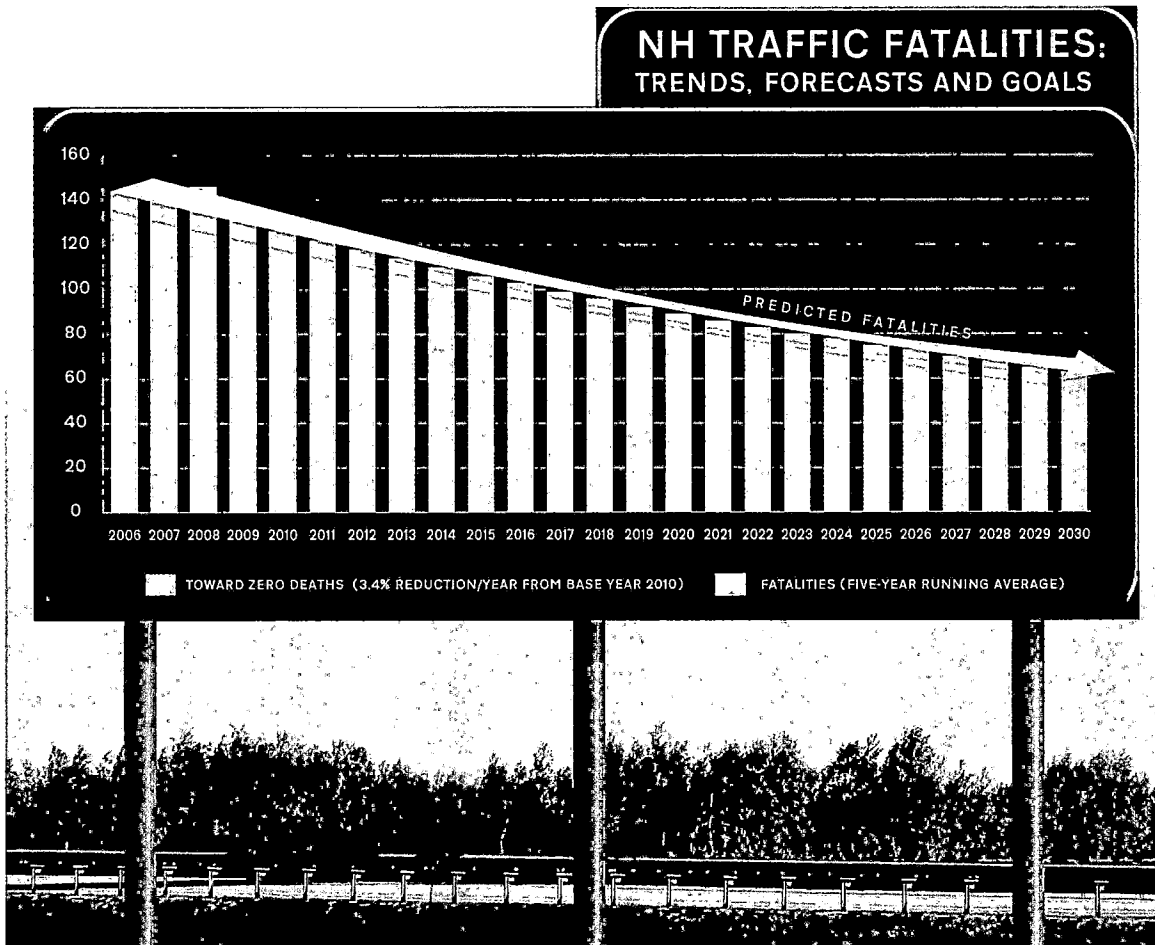
Eliminating deaths on New Hampshire roadways is an important vision and the driving force behind this plan and the coalition that united in its development. It is also an important vision for the public, all of whom travel New Hampshire's roadways—by car, motorcycle, truck, bicycle, or even on foot—day and night under all types of weather conditions.

Our mission is to create a safety culture where even one death is too many, through a collaborative effort of both public and private entities, as well as the implementation of education, enforcement, engineering, and emergency management solutions.

Our vision is to reduce the number of fatal and severe injury crashes on New Hampshire roadways to ZERO. The principles on which the Strategic Highway Safety Plan was developed comprise a comprehensive, systematic approach in the reduction of crashes on all public roads. The plan is integrated, proactive, and data-driven, both in the selection of counter measures and in the evaluation of results.

The need for New Hampshire to take action to reduce motor vehicle crashes is clear. According to the Department of Safety's Crashes Database, in 2010, 30,736 motor vehicle crashes occurred on New Hampshire's roadways, resulting in 128 deaths and 528 severe injuries. The human and economic consequences of these crashes are unacceptable, unaffordable, and preventable. Over the past five years, traffic crashes have cost New Hampshire residents \$8.65 billion, but the true "cost" of the loss of just one human life is immeasurable.

The purpose of the SHSP is to reduce crashes and the resulting fatalities and injuries by sharing information, combining resources, and targeting our efforts on the critical emphasis areas that analysis shows have the greatest potential for improvement. It is also imperative that the plan is inclusive and accessible to the public at large.



The graph above represents the history of traffic deaths in New Hampshire from 2006 to 2010 and the predicted number of deaths until 2030, providing benchmarks toward attaining our goal.

The data collection that led to the identification of key areas of emphasis and establishing the goals, strategies, and measurable objectives set forth in this plan is the result of the active involvement of a broad-based group of safety stakeholders who accepted the challenge of participating in the SHSP development process. This group will remain involved in the process through the plan's various stages of implementation. However, the general public—drivers, riders, and pedestrians of all ages—truly holds the power to effect change by choosing to adopt the safety measures outlined here and by choosing **not** to accept roadway crash-related fatalities and injuries as an unavoidable “cost of doing business.”



OUR GOAL

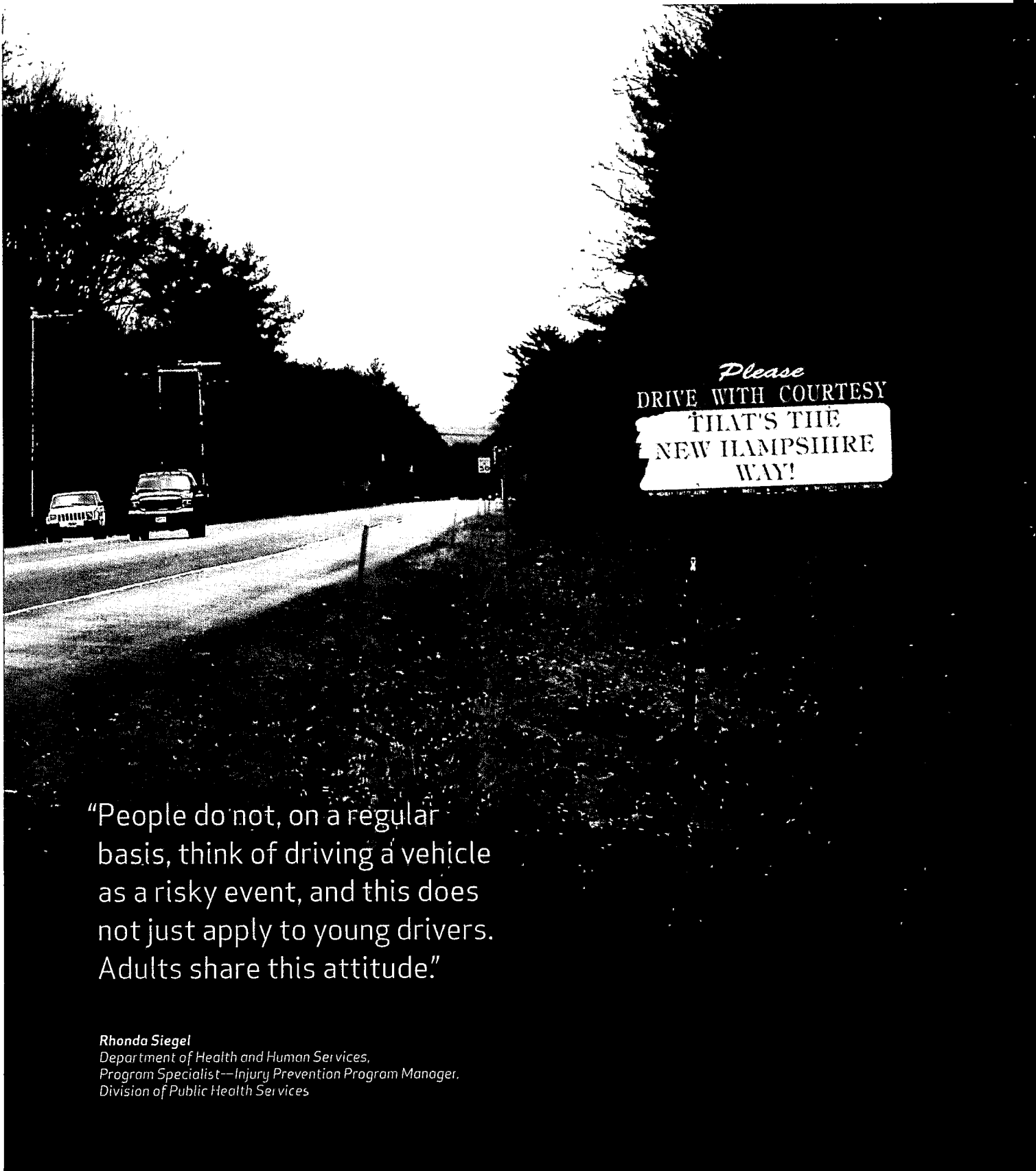
The vision of the Strategic Highway Safety Plan is to have ZERO Traffic Deaths on New Hampshire roadways. Though our overall goal is to realize zero fatalities, we have set a plan goal of reducing the number of fatalities and severe injuries by 50 percent by the year 2030.

Through the initiatives outlined in this plan, technological advances, and the creation of a culture where traffic fatalities and injuries are no longer acceptable, we believe a 50 percent reduction in fatalities and severe injuries is attainable by the year 2030.

Investment in technology drives improved safety. Improvements in the safety of vehicles, detection and warning systems, traffic control devices, intelligent transportation systems, and state-of-the-art analytical tools for use in the decision-making process contribute to overall roadway safety. We predict that over the life of this plan, research in all areas of highway safety will also contribute to the success of our vision.

A “safety culture” is defined as the enduring value and priority placed on safety by everyone, at every level. This plan seeks to promote a safety culture through examples of personal responsibility, safety awareness, education and outreach, evaluation, adjustment, and of course, constant improvement.

ZERO deaths is the ONLY goal we all can live with.

A black and white photograph of a road with a sign that reads "Please DRIVE WITH COURTESY THAT'S THE NEW HAMPSHIRE WAY!". The sign is on the right side of the road, and there are trees and a car visible in the background.

Please
DRIVE WITH COURTESY
THAT'S THE
NEW HAMPSHIRE
WAY!

"People do not, on a regular basis, think of driving a vehicle as a risky event, and this does not just apply to young drivers. Adults share this attitude."

Rhonda Siegel
Department of Health and Human Services,
Program Specialist—Injury Prevention Program Manager,
Division of Public Health Services

GENERAL STRATEGIES

The New Hampshire Strategic Highway Safety Plan is organized, in large part, into critical emphasis areas. Each area identifies strategies to help reduce fatalities and serious injuries associated with their specific location or behavior. The following general strategies apply to all critical emphasis areas and support the SHSP.

◎ **Develop emphasis area action plans.**

Action plans put goals into reality and provide a roadmap to give stakeholders and partners direction. Each committee develops an action plan implementing its strategies. In some cases, an action plan may be a pre-existing safety plan or a committee may collaborate with an existing group.

◎ **Link with other transportation plans.**

Safety is a critical component of many transportation plans. The processes and analysis used in developing the SHSP can be informative for other plans and serve to address challenges before they become a concern.

◎ Other transportation plans include:

- ◎ Commercial Vehicle Plan
- ◎ Highway Safety Improvement Program
- ◎ Strategic Action Plan
- ◎ Long Range Transportation Plans
- ◎ State Injury Prevention Plan
- ◎ Statewide and Metropolitan Transportation Improvement Program

◎ **Develop a communication plan and continue to identify ways to create outreach opportunities to raise awareness and to educate the citizens of New Hampshire about roadway safety.**

Raising public awareness through marketing initiatives is a critical element necessary for the success of the plan. These marketing, advertising, and communication strategies may include brand development; print, broadcast, experiential, environmental, online, and digital advertising campaigns; marketing collateral; public relations initiatives; website and microsite design and development; social media tools; presentations; and additional outreach at safety and community meetings, as well as at safety summits.

◎ **Create targeted messaging and high visibility enforcement.**

Targeted messaging, in combination with high visibility enforcement activities, is a proven strategy to lower the number of driving fatalities. Message timing is critical in reaching at-risk drivers. Therefore, the use of the highway electronic message boards, paid media, and earned media has been and will continue to be integral parts of all strategies to prevent roadway crashes.



CRITICAL EMPHASIS AREAS

The following pages outline the critical emphasis areas and strategies that determine how each committee allocates limited resources, targeting strategies proven to produce the greatest benefit. Selected critical emphasis areas exhibit a higher number of fatal and severe crashes; these critical emphasis areas focus on specific behaviors or locations.

The strategies outlined in each critical emphasis area address each challenge through the integrated application of the 4Es of roadway safety:

- Education;
- Enforcement;
- Engineering; and
- Emergency Management Services.

Collectively, these strategies comprise the action plan that will assist New Hampshire in reducing the number of roadway crashes and resulting severe injuries and fatalities.

Emphasis areas addressed by the 2012 New Hampshire SHSP include:

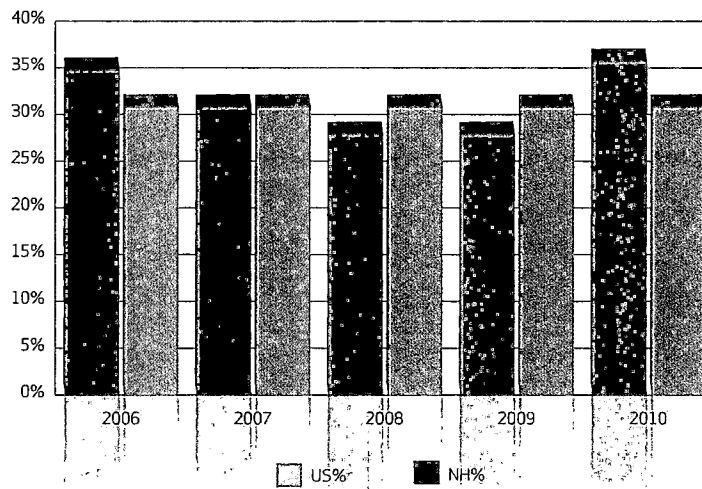
- Impaired Driving;
- Distracted Driving;
- Speeding;
- Vehicle Occupant Protection;
- Adolescent Drivers;
- Older Drivers;
- Crash Locations;
- Motorcycles and Vulnerable Roadway Users; and
- Comprehensive Safety Data.



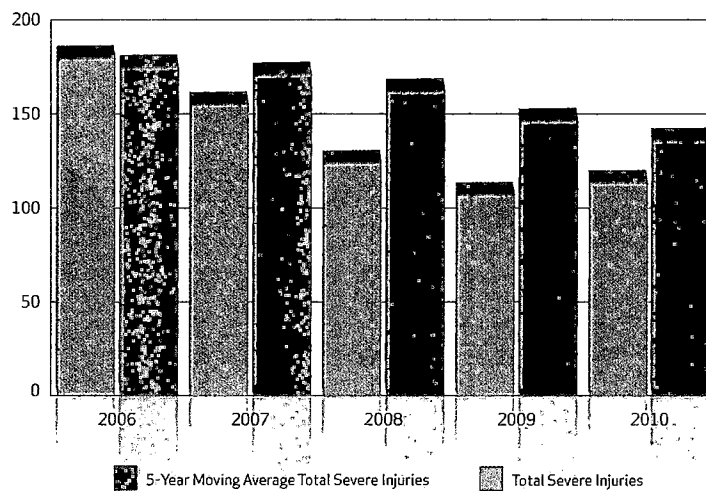
OUR GOAL

Our goal is to eliminate impaired driving, and the resulting severe injuries and fatalities, from New Hampshire roadways.

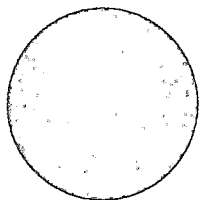
% Of Fatalities Alcohol Related, US vs. NH



Alcohol Related Severe Injuries in NH



OUR FOCUS STRATEGIES



Develop a well-designed prescription drug-monitoring program to reduce prescription drug-impaired driving.

A prescription drug-monitoring program (PDMP) is designed to assist health care professionals in accurately assessing the needs of their patients when prescribing controlled drugs. New Hampshire is one of only two states in the nation that do not have a PDMP. A well-designed PDMP may reduce several types of crime, including doctor-shopping, fraud, and driving under the influence of drugs. PDMP may also lower the number of unintentional drug overdose deaths.



OUR CONTINUING STRATEGIES

- Improve collection and use of impaired driving data for stronger enforcement.
- Continue targeted patrols and implement all-hours patrols utilizing drug recognition experts (DREs).
- Increase the number of roadway checkpoints staffed by experienced officers.
- Encourage collaboration between local and state police to proactively address the dangers of impaired driving.
- Incorporate additional field sobriety testing, breathalyzer training, and DRE training into both the part-time and full-time police academies.
- Promote the creation of a prescription drug-monitoring program (PDMP) in New Hampshire.
- Increase the range of drugs for which the State Police Toxicology Laboratory tests.
- Promote motorist reporting of impaired drivers.
- Promote programs that educate the public about the risks and consequences of impaired driving.
- Encourage collaboration with medical, pharmaceutical, and alcoholic beverage companies to promote awareness and education about the dangers of impaired driving.

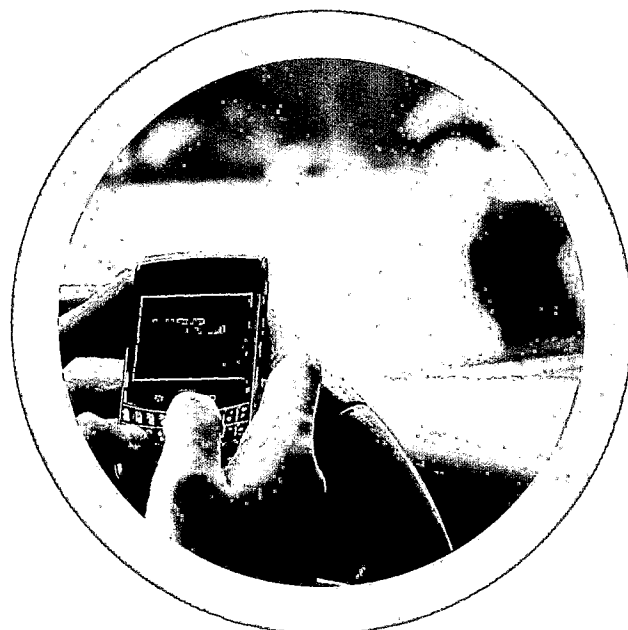
20 DISTRACTED DRIVING

OUR CHALLENGE

Distracted driving is any non-driving activity that a person engages in while driving that has the potential to distract him or her from the primary task of driving. The four main types of distraction are visual, manual, cognitive, and drowsiness. Texting while driving encompasses three of these distraction areas.

Currently, the crash reporting form used in New Hampshire does not clearly differentiate between types of distracted driving. However, anecdotal information indicates an increasing challenge. Nationally, the age group with the greatest proportion of distracted drivers is the under-20 group. According to the National Highway Transportation Safety Administration (NHTSA), 16 percent of all drivers younger than age 20 who were involved in fatal crashes were driving distracted.

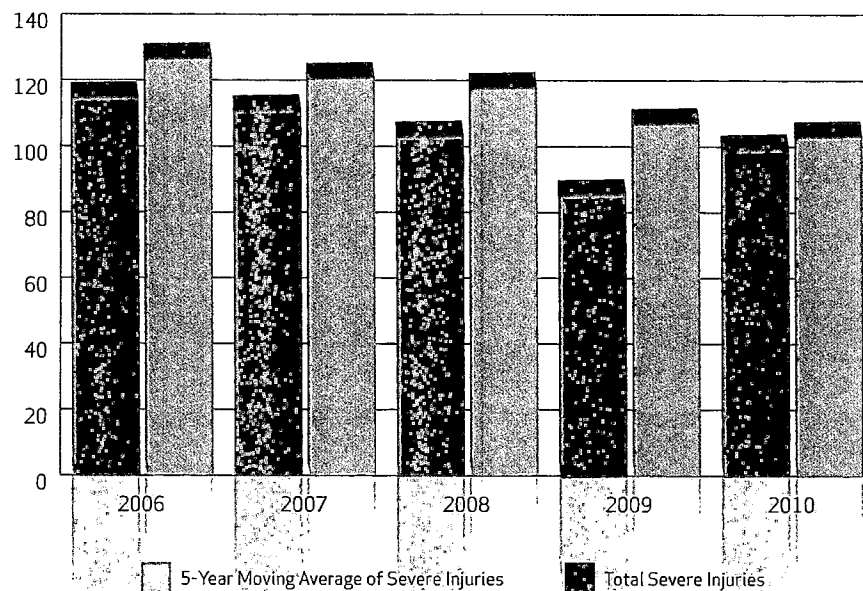
New Hampshire law bans texting for all drivers; however, general cell phone use is still allowed, making it difficult to determine whether a driver is texting or dialing a number.



OUR GOAL

Our goal is to raise public awareness about the dangers of driving while distracted and to eliminate the fatalities and severe injuries resulting from distracted driving crashes.

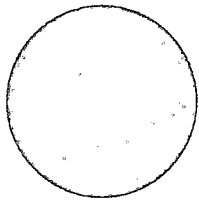
Total Severe Injuries from Driver Inattention with a 5-Year Moving Average



In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving.

In the US, the age group with the greatest proportion of distracted drivers was the under-20 age group—16 percent of all drivers younger than 20 involved in fatal crashes were reported to have been distracted while driving. In NH, this age group represents the largest percentage of crashes of licensed driver.

OUR FOCUS STRATEGIES



Promote strong laws, enforcement, and education based on data analysis and available studies.

The rate at which technology is advancing makes this a difficult challenge; however, the New Hampshire Legislature should consider passing laws that encompass more actions and devices to improve safety and enforcement.

Support development and implementation of new technologies that alert drivers to hazards on the road.

Technology drives safety improvements. Supporting systems that alert drivers to unsafe acts and conditions help them be better drivers, thereby reducing the number of distracted driving-related fatal and severe crashes.



OUR CONTINUING STRATEGIES

- Install shoulder and centerline rumble strips where possible.
- Develop a Distracted Driving Action Plan.
- Promote increased hours for driver education.
- Promote corporate programs addressing distracted driving.
- Support targeting periods of enforcement with local/state collaboration (e.g., morning and evening commute times).
- Support increased use of roadway checkpoints.

SPEEDING

OUR CHALLENGE

Speeding contributed to 240 fatalities in New Hampshire over the past five years. In 2009, 70 percent of fatal speeding crashes occurred on curved roadways, 65 percent were on town roadways, 25 percent occurred at intersections and 45 percent involved alcohol.

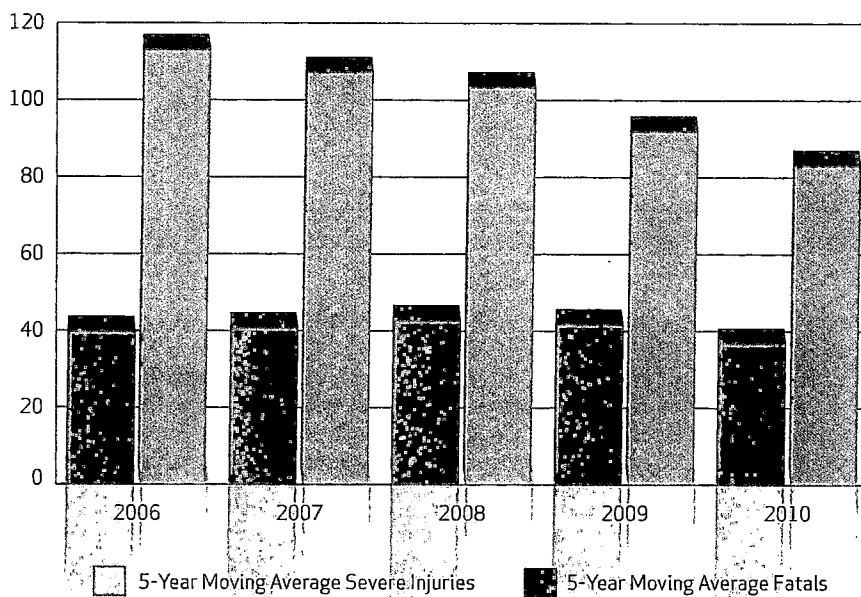


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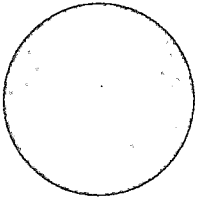
OUR GOAL

Our goal is to eliminate speeding on New Hampshire roadways and the fatalities and severe injuries that occur as a result of crashes caused by speeding.

Fatalities and Severe Injuries From Speeding



OUR FOCUS STRATEGIES

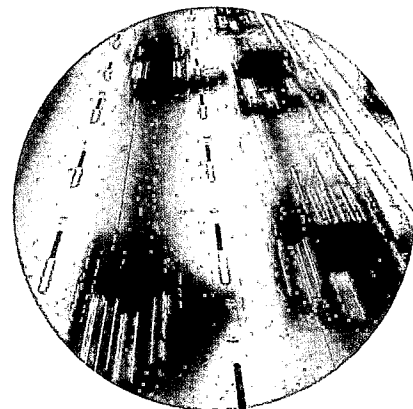


Educate the public as to the dangers and consequences of speeding.

It takes nearly three times the distance to stop a vehicle traveling 60 mph versus 30 mph. The probability of fatality when a vehicle traveling 20 mph strikes a pedestrian is 5 percent; at 40 mph it is 85 percent. Understanding the dynamics related to the control of a speeding vehicle can help drivers make educated choices.

Provide for law enforcement operations in the design, construction, and maintenance of roadways.

For the safety of the public and to aid law enforcement, highway design should accommodate pullouts and turnarounds so officers may safely monitor roadways and pursue and apprehend offenders.



OUR CONTINUING STRATEGIES

- Support the NHTSA Local Speed Workshops for communities.
- Identify and deploy targeted enforcement in known speeding corridors.
- Develop guidance for traffic-calming measures at community gateways.

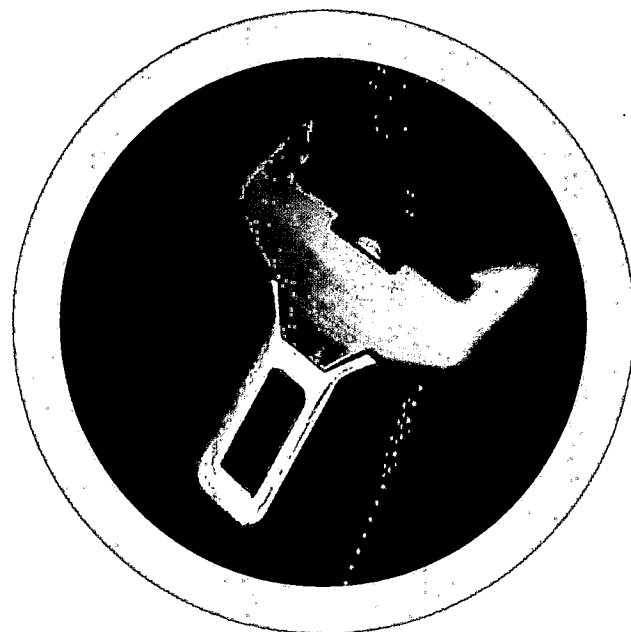
VEHICLE OCCUPANT PROTECTION

OUR CHALLENGE

Buckling one's seat belt is the single, most effective action to protect a person from serious injury and death in a roadway crash. Research has found that lap-shoulder seat belts reduce the risk of fatal injury to front seat occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent, depending on the type of vehicle and seating position involved. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent (NHTSA, 2005).

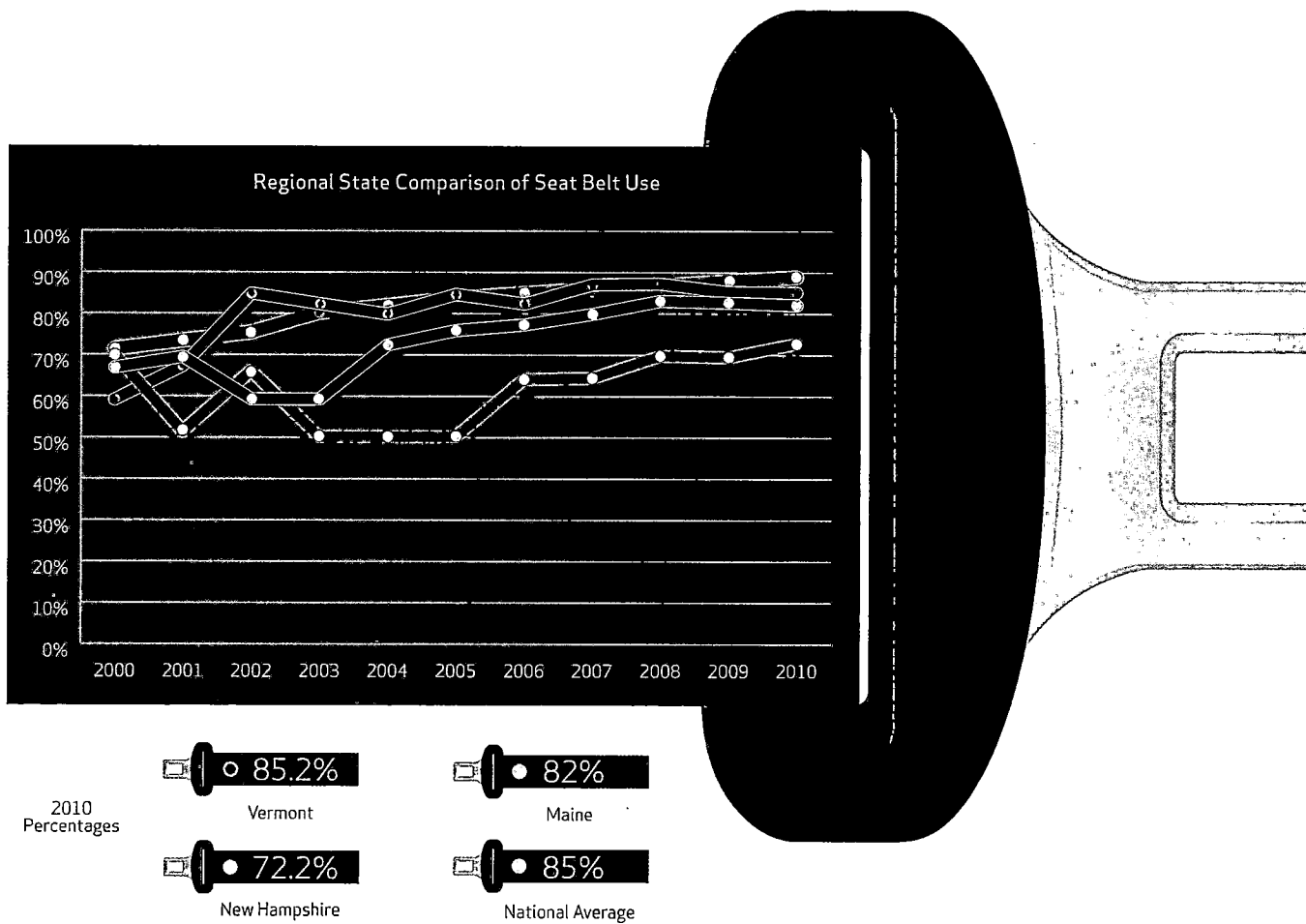
Seat belt use by New Hampshire residents is increasing and reached an all-time high of 72 percent in 2010, a 22-point increase since 2003. In 2009, New Hampshire reported 65 percent of persons fatally injured in all types of roadway crashes were not using seat belts.

New Hampshire has the unique distinction of being the only state that does not have a seat belt law for adults. This fact affects more than the individual user. Research shows that passenger restraint use for children is higher when the driver is also belted. In addition, the current law also hinders law enforcement in identifying violators of the existing primary seat belt laws for those under age 18.

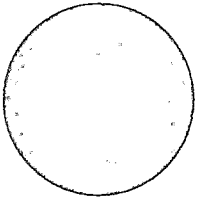


OUR GOAL

Our goal is to increase the use and effectiveness of vehicle occupant protection to 100 percent.



OUR FOCUS STRATEGIES



Support the adoption and the enforcement of a primary safety belt law.

With a primary seat belt law, New Hampshire could save an estimated seven lives per year, 149 serious injuries, and \$37 million in related costs. In 2009, 79 people died in vehicle accidents while riding in cars and light trucks. Of these people, 62 percent were not wearing seat belts.

Amend the existing primary seat belt law to include proper restraints for children ages eight years and younger.

Safety belt and child restraint laws in New Hampshire require all occupants under age 18 to use a seat or safety belt. Children ages five and younger are required to use a child safety restraint system. As of March 2011, the National Highway Traffic and Safety Administration recommends that all children through age 12 should ride in the back seat of a vehicle. Young children up to three years of age should be in a rear-facing safety seat, or until their height or weight reaches limits set by the seat's manufacturer. Children ages four to seven should be in a forward-facing car seat with a harness, until they have outgrown the weight and height limits set by the seat manufacturer, at which time they should switch to a booster seat. Between ages 8 and 12, children should remain in booster seats until they are big enough to have a seat belt fit properly.



OUR CONTINUING STRATEGIES

- Partner with the Buckle Up New Hampshire Coalition.
- Target seat belt usage for pickup truck drivers and teen drivers.
- Develop a child passenger safety action plan.
- Increase enforcement of existing child restraint laws.
- Provide child restraint educational information to medical personnel.

ADOLESCENT DRIVERS

OUR CHALLENGE

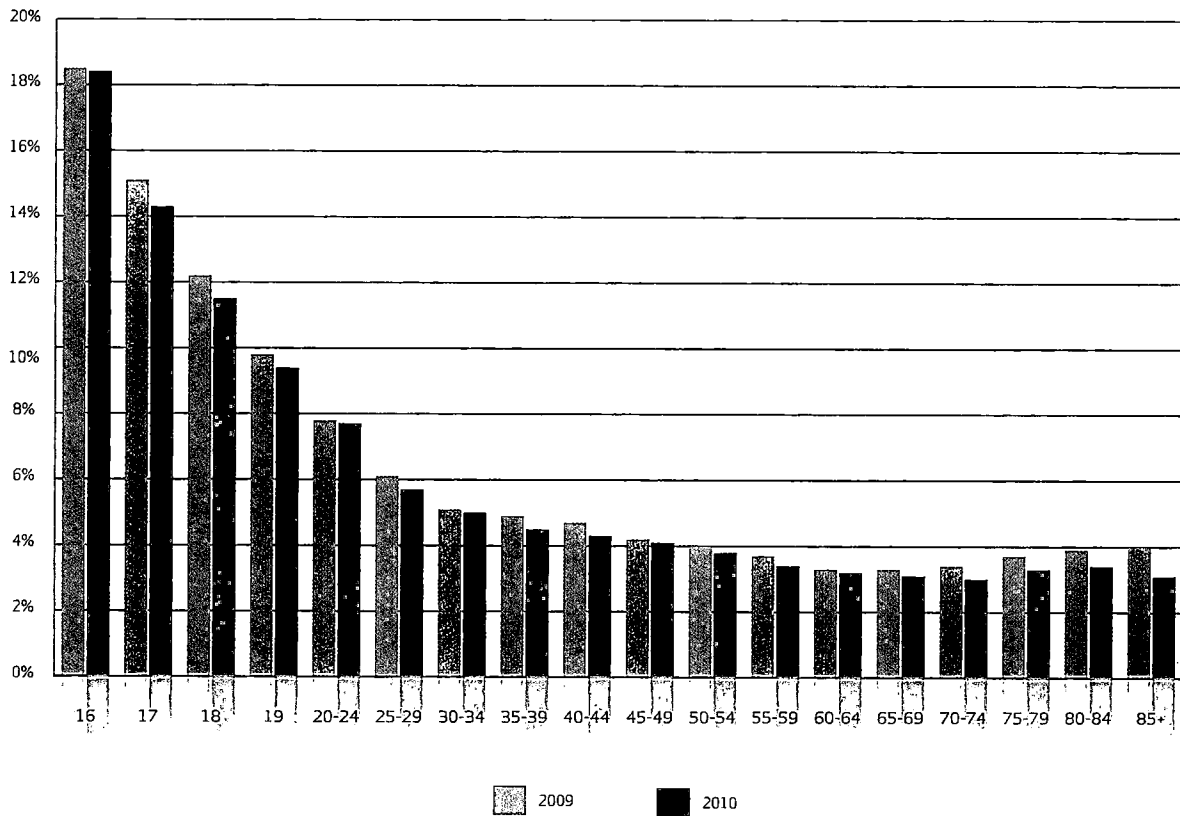
Speed and the inexperience of novice drivers are the major causes of fatal crashes among teens, according to the New Hampshire Division of Motor Vehicle's Fatal Accident Reporting System. Novice drivers, 16 and 17 years of age, hold approximately two percent of the total number of drivers' licenses in the state; however, reports show that these same drivers were involved in 18 percent and 15 percent, respectively, of total crashes.



OUR GOAL

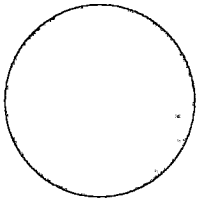
Our goal is to reduce teen driving crashes and resulting fatalities and severe injuries to zero.

% NH Crashes Per Licensed Driver Age Group



New drivers, aged 16-19, represent the highest number of crashes among the different age groups of licensed drivers in NH. Many reasons account for this, but distracted driving (texting and cell phone use), in addition to driver inexperience, are the two most important prevalent.

OUR FOCUS STRATEGIES



Strengthen graduated licensing laws.

Graduated driver licensing systems have proved to be effective in reducing the number of crashes and fatalities. A graduated driver's license involves three stages for licensing adolescent drivers: permitting (about six months and 30 to 50 hours of supervised driving), intermediate licensing (until age 18, nighttime and passenger restrictions), and full licensing (no restrictions or provisions). In New Hampshire, there is no permitting phase, but New Hampshire does have a youth operator license for drivers between the ages of 16 and 20. This license restricts nighttime driving (between 1:00 a.m. and 4:00 a.m.) for those under age 18 and limits the number of passengers a teen driver may have in his or her vehicle for the first six months of licensure.

Increase community and parental involvement encouraging safe teen driving practices.

Parents are a strong influence and example for adolescents. Research has shown that adolescents drive in ways similar to those of their parents. Parents also remain the primary people responsible for preparing their adolescents for independent driving. The research is also clear that risky driving, traffic violations, and crashes are lower among adolescents whose parents apply restrictions and set expectations, such as consistent seat belt use. When lap and shoulder belts are used in cars, research has shown a 45 percent reduction in the risk of a fatal injury to people in the front seat.



OUR CONTINUING STRATEGIES

- Target educational outreach to novice drivers, ages 16 and 17.
- Increase parental involvement in graduated driver licensing and training.
- Update driver education instructors' skills and competencies.
- Support increases in enforcement of the primary seatbelt law up to age 18.
- Increase awareness of risk and consequences of unsafe driving behaviors.
- Increase the availability of monitoring technologies and driving simulators.
- Support legislation and enforcement of distracted driving and seat belt usage laws.

According to the NH Highway Safety Agency's 2010 Observational Seat Belt Survey, only 50% of all teen drivers wear seat belts.

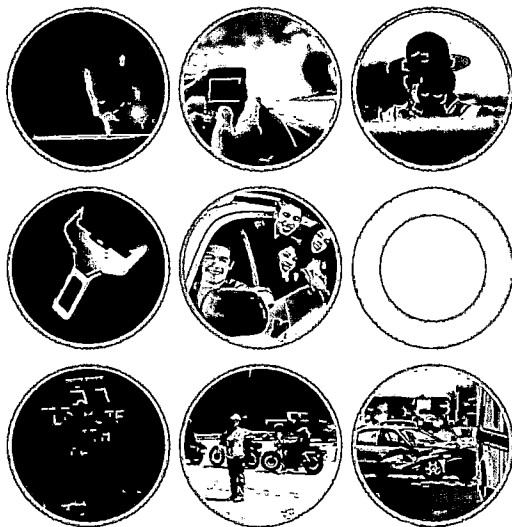
OLDER DRIVERS

OUR CHALLENGE

According to AAA, today's older Americans are healthier and more active than ever before. With the aging of the baby boomer generation, people over age 65 are the fastest-growing population in the United States. Seniors are outliving their ability to drive safely by an average of seven to 10 years, depending on gender. Increasing age is associated with a decline in many functional abilities identified as important for driving, including vision, reaction time, and the ability to divide attention between tasks. Older drivers also have an increased likelihood of chronic medical conditions and use of prescribed medications for treatment of these conditions, which can adversely affect driving fitness.

Fatal crash rates increase for drivers reaching age 75. After age 80, the increase is even greater (U.S. Department of Transportation, Fatality Analysis Reporting System). According to the same report, in 61 percent of the crashes involving drivers over age 70, the drivers themselves were killed.

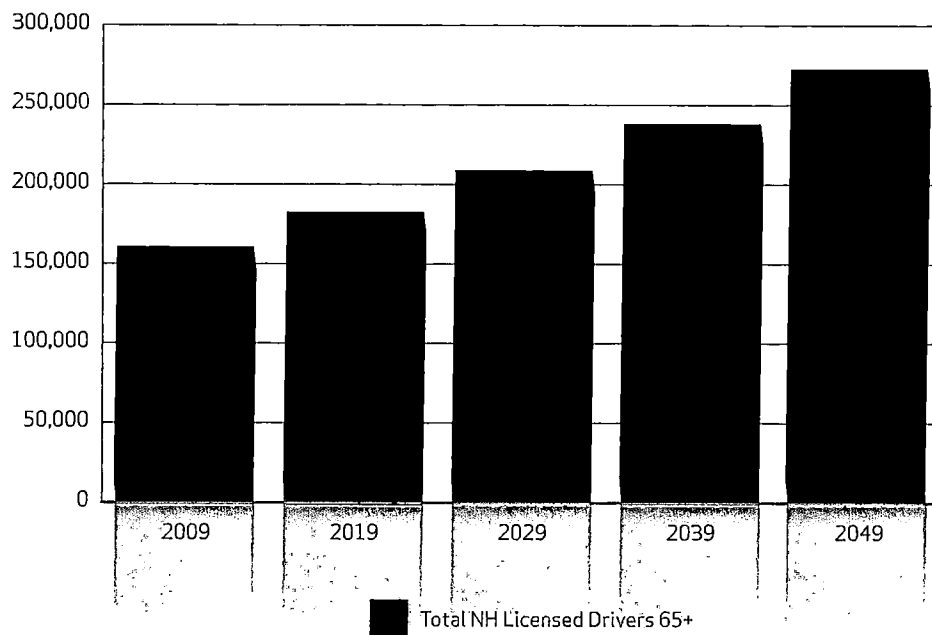
As a group, older drivers travel fewer miles than younger drivers, reducing their crash numbers but, perhaps ironically, this contributes to an increase in their crash rate per mile driven. Older drivers also have a higher seat belt usage rate than drivers ages 18 to 64 years.



OUR GOAL

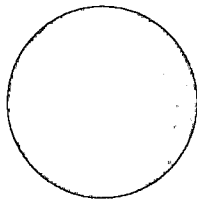
Decisions concerning drivers' abilities should be made case by case, not strictly based on chronological age. Our goal is to reduce the number of crashes involving older drivers and the resulting severe injuries and fatalities to zero.

Total Future Licensed Drivers 65+



Future growth of this age group is based on a 15.1% growth rate from 2000-2010.

OUR FOCUS STRATEGIES



Formalize and convene a State Older Driver Task Force.

This task force will work to bring together “older driver” professionals. It will include engaging the New Hampshire Medical Advisory Board to review screening tools and promote physician-driven recommendations.



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OUR CONTINUING STRATEGIES

- Consider older drivers in highway design and maintenance.
- Enhance screening tools used in licensing and develop training and guidelines for Division of Motor Vehicle staff and law enforcement to observe potential medical impairments that can affect driving ability.
- Promote self-assessment and self-reporting programs during the license renewal process.
- Promote legislation that provides immunity for healthcare providers who refer at-risk drivers and develop a system for such reporting by both providers and citizens.
- Expand public transportation alternatives.

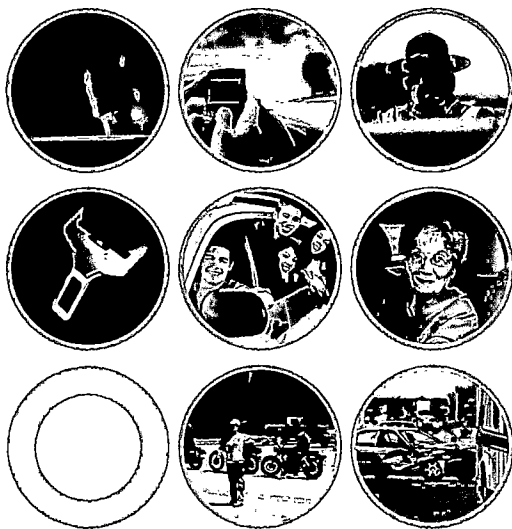
CRASH LOCATIONS

INTERSECTION SAFETY AND LANE DEPARTURES

OUR CHALLENGE

There are two critical crash location types on New Hampshire roadways: intersections and drivers inadvertently departing from travel lanes. In New Hampshire, one in 10 fatal crashes and three in 10 severe injury crashes occur at intersections.

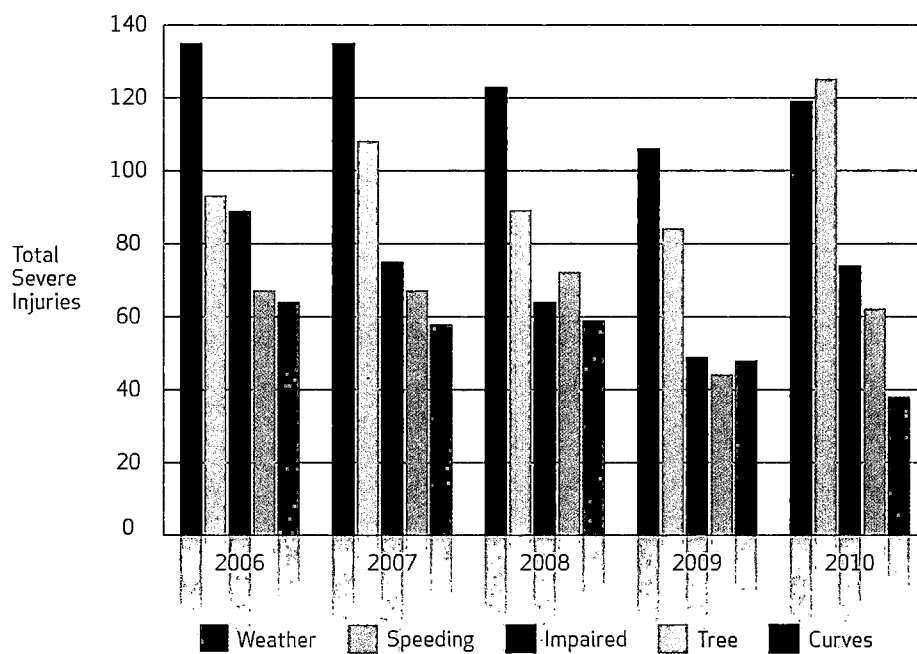
Additionally, approximately four in 10 fatal crashes involve a vehicle leaving its lane. Lane departure crashes include drivers running off the road and those drifting out of their lanes. These crashes are prevalent on a variety of roads, including curved, two-lane roads in rural areas, and they often have contributing factors, including speed, distracted driving, and impaired driving.



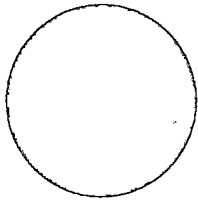
OUR GOAL

Our goal is to reduce roadway crashes resulting in fatalities and severe injuries by 50 percent by 2030. While the strategies selected here will reduce specific crash types by more than 30 percent, innovations, new technologies, and the creation of a safety culture will also contribute to our goal.

Top 5 Contributing Factors of Severe Injury Crashes



OUR FOCUS STRATEGIES



Improve driver awareness of intersections, intersection visibility, and sight distance.

Driver awareness at intersections refers to the advance notice of upcoming intersections and existing signing and signals. Recognizing the approach to an intersection prepares the driver for changing traffic patterns and conflicting movements. Clearing vegetation and removing roadside objects and other obstructions at intersection approaches improves intersection sight distance by improving sight triangles. This is a critical issue among motorcycles, bicycles, older drivers, and pedestrians.

Install and maintain centerline and shoulder rumble strips where possible.

Rumble strips are grooves in the roadway surface that provide an alert to drivers when they inadvertently leave their lanes. They provide a tactile response as well as an auditory alert. Rumble strips are appropriate in rural areas where the roadway cross-section is stable enough to support their installation. Rumble strips' auditory response makes them unacceptable in some locations.

Evaluate, standardize, and install delineation, signing, and pavement markings on curves.

New Hampshire has a higher than expected percentage of fatal crashes on horizontal curves. The state has implemented a system-wide signing improvement program, with improvements based on standards and guidance contained in The Manual of Uniform Traffic Control Devices (MUTCD).



OUR CONTINUING STRATEGIES

FOR REDUCING INTERSECTION CRASHES:

- Install approach rumble strips where warranted.
- Install flashing beacons where warranted.
- Implement Statewide Intersection Safety Improvement Plan.
- Install roundabouts where warranted.
- Install offset turn lanes where warranted.
- Install flashing yellow arrows or left turn signals where warranted.
- Consider driveway relocations and closures within 250 ft. of intersections or implement driveway turn restrictions.

FOR REDUCING LANE DEPARTURE CRASHES:

- Develop and implement pavement-edge drop-off prevention and recovery guidance.
- Develop and implement pavement preservation and safety review process.
- Develop and implement guidance for median protection.
- Expand and maintain roadway visibility features.
- Remove, relocate or shield road users from hazardous fixed objects.
- Replace obsolete guardrails and terminals.

SHARED STRATEGIES:

- Improve inventory of roadway elements and crash data collection and analysis.
- Implement a Highway Safety Manual.
- Develop and implement guidance for a Comprehensive Corridor Safety program.
- Develop and implement guidance for a Comprehensive Road Safety Audit program.
- Remind roadway users of the “rules of the road” and safe driving skills.

Fatals and Severe Injuries by County 2006-2010

Merrimack County Fatalities: 79 People Killed

- Involving Alcohol (BAC .08 or higher): 23
- Involving Speeding: 26
- Involving Vulnerable Road Users: 27
(21 Motorcyclists/16 people were not wearing helmets)
- In 52 Fatalities where Restraint Use/Non Use was reported, 35 people were unrestrained

**79
KILLED**

Hillsborough County Fatalities: 134 People Killed

- Involving Alcohol (BAC .08 or higher): 52
- Involving Speeding: 52
- Involving Vulnerable Road Users: 37
(21 Motorcyclists/15 people were not wearing helmets)
- In 95 Fatalities where Restraint Use/Non Use was reported, 68 people were unrestrained

**134
KILLED**

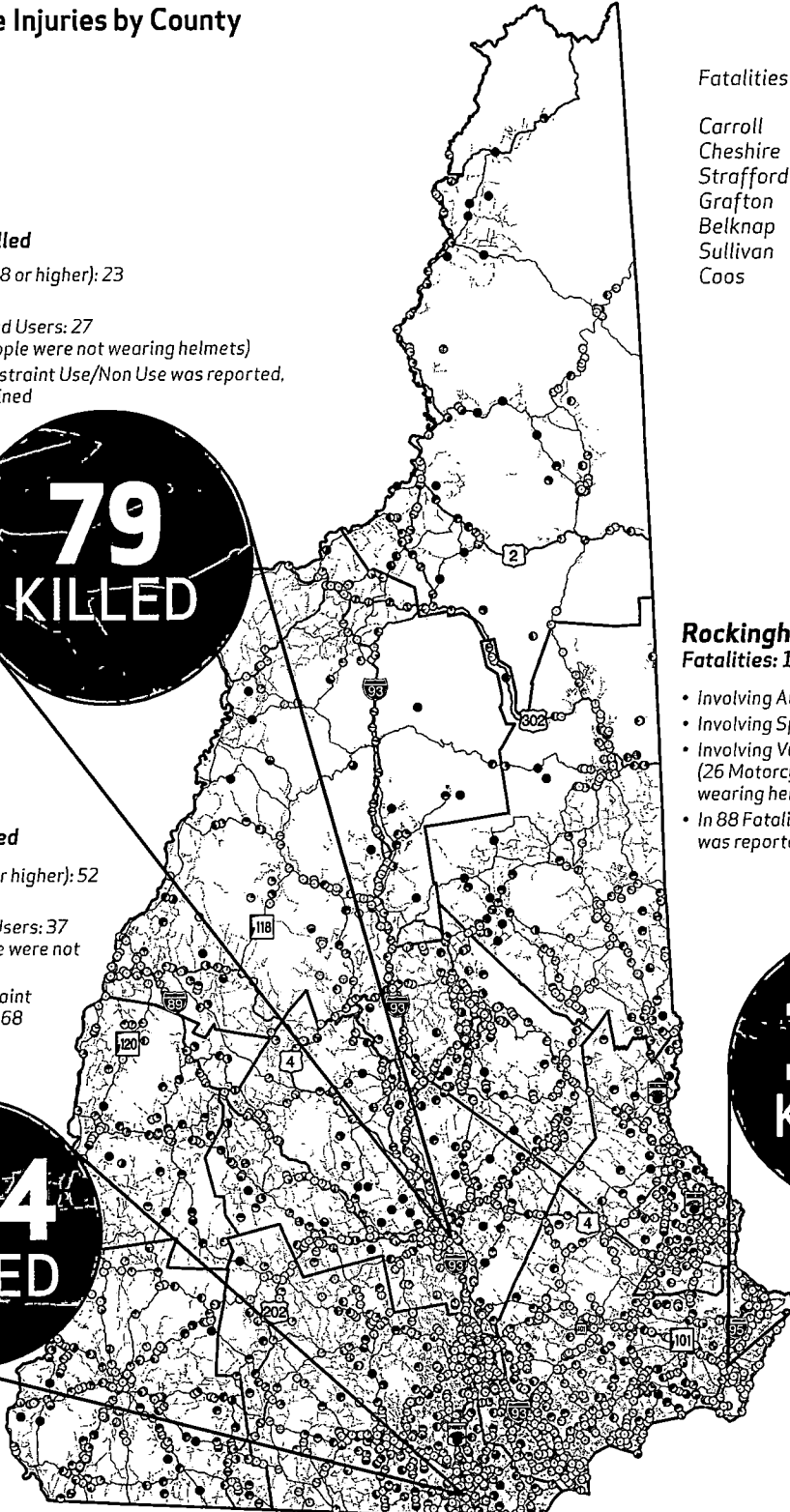
Fatalities in all counties

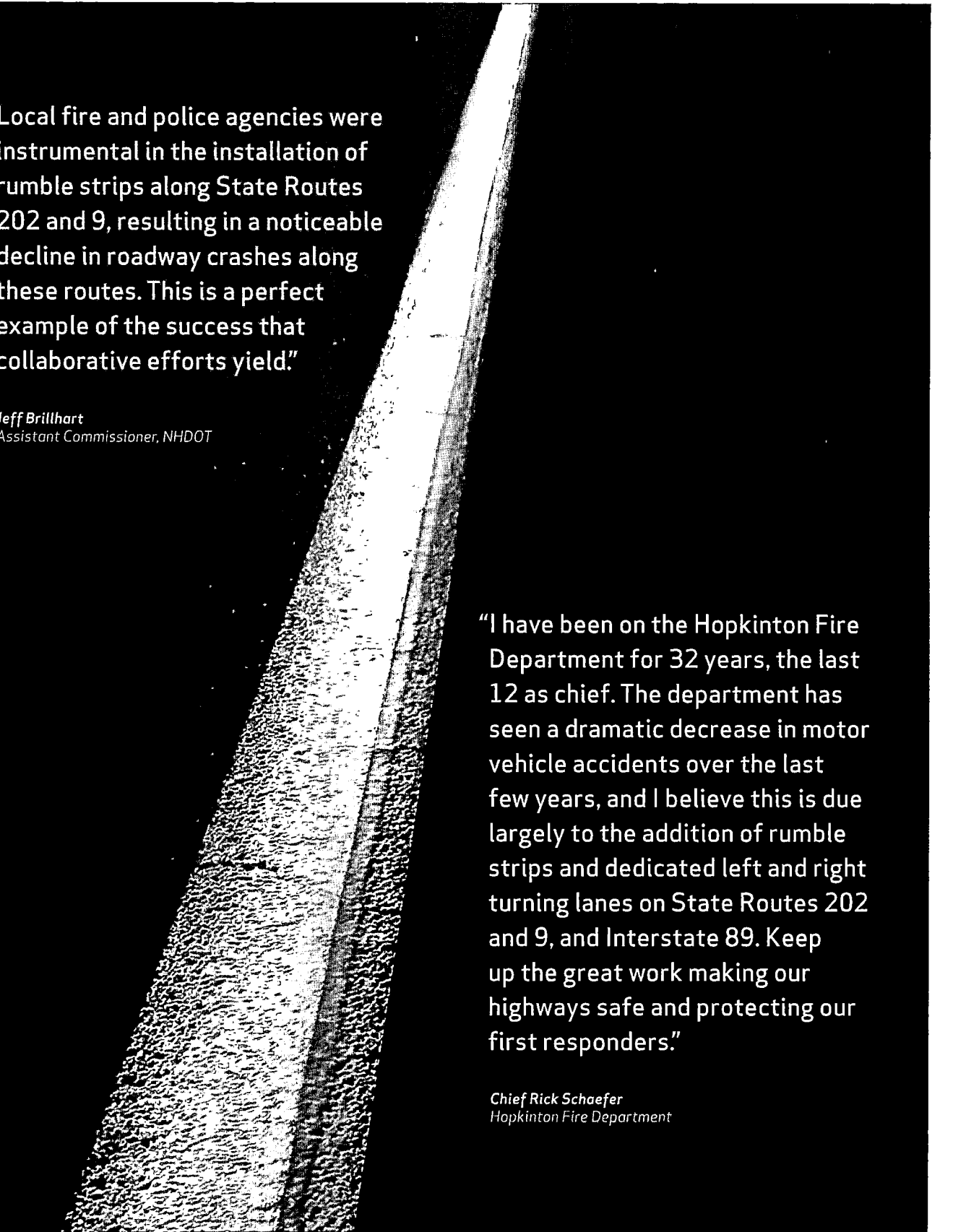
Carroll	52
Cheshire	52
Strafford	50
Grafton	41
Belknap	39
Sullivan	32
Coos	27

Rockingham County Fatalities: 121 People Killed

- Involving Alcohol (BAC .08 or higher): 39
- Involving Speeding: 47
- Involving Vulnerable Road Users: 32
(26 Motorcyclists/14 people were not wearing helmets)
- In 88 Fatalities where Restraint Use/Non Use was reported, 58 people were unrestrained

**121
KILLED**





“Local fire and police agencies were instrumental in the installation of rumble strips along State Routes 202 and 9, resulting in a noticeable decline in roadway crashes along these routes. This is a perfect example of the success that collaborative efforts yield.”

Jeff Brillhart
Assistant Commissioner, NHDOT

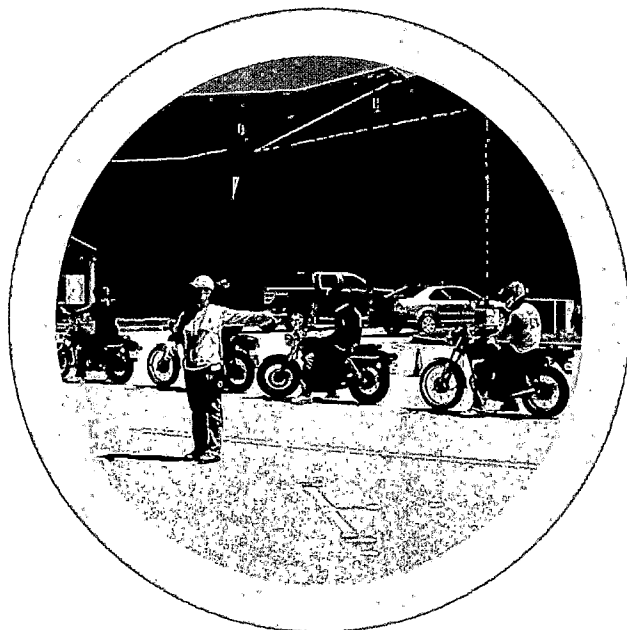
“I have been on the Hopkinton Fire Department for 32 years, the last 12 as chief. The department has seen a dramatic decrease in motor vehicle accidents over the last few years, and I believe this is due largely to the addition of rumble strips and dedicated left and right turning lanes on State Routes 202 and 9, and Interstate 89. Keep up the great work making our highways safe and protecting our first responders.”

Chief Rick Schaefer
Hopkinton Fire Department

MOTORCYCLES AND OTHER VULNERABLE USERS

OUR CHALLENGE

Vulnerable road users include motorcycles, pedestrians, and bicyclists. New Hampshire has more motorcycle riders per capita than any other state. In 2010, there were 28 motorcycle fatalities: 20 of these motorcyclists were not wearing helmets and in 11 of these fatalities alcohol was a factor.

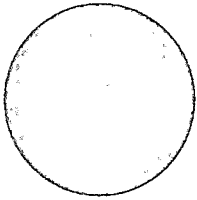


OUR GOAL

Our goal is to reduce motorcycle crashes and improve crash data collection, while improving education, training, and public awareness of vulnerable road users, leading to the elimination of fatalities and severe injuries for this group.



OUR FOCUS STRATEGIES

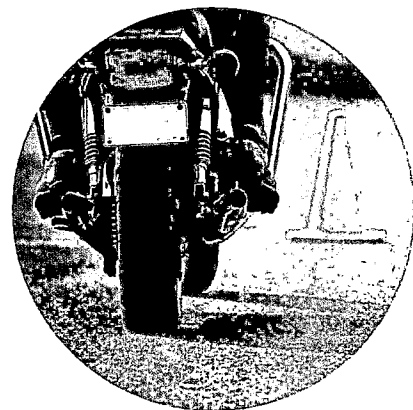


Raise awareness for, and increase enrollment in, motorcycle training courses.

Develop a program, in cooperation with motorcycle dealers, for riders over 40 years of age to receive vouchers for the state training program with the purchase of a motorcycle. Add new training curricula targeting returning riders and increase the number of motorcycle training sites available. Improve the motorcycle-training website by optimizing the design to create a user-friendly experience.

Target enforcement at events where alcohol and motorcycles mix.

Motorcycle use in New Hampshire is recreational in nature and in 40 percent of motorcycle fatalities, this recreation included alcohol.



OUR CONTINUING STRATEGIES

- Enact a motorcycle helmet law.
- Consider vulnerable road users in the design, construction, and maintenance of the roadway infrastructure.
- Provide accessible travel ways for people with disabilities.
- Identify and implement best practices for improving pedestrian and bicycle safety.
- Increase public awareness of motorcycles.
- Encourage strict enforcement of speed limits in school zones.
- Support biking and walking groups.

COMPREHENSIVE DATA IMPROVEMENT

OUR CHALLENGE

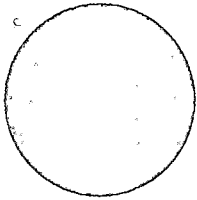
Improve the data and information systems that support the Strategic Highway Safety Plan. Today's safety information systems are managed through various methods, ranging from labor-intensive legacy systems to advanced automated electronic systems for data collection, processing, and reporting. Our challenges include evaluating and determining the most efficient and effective method for each information system to collect, process, and distribute data. In addition, we must assess and allocate the required resources that will sustain and manage these information systems.



OUR GOAL

Make the data accurate, reliable, accessible, and linkable. Improve data collection and information systems by leveraging new technologies to provide increased functionality to expedite capture, exchange, storage, and reporting.

OUR FOCUS STRATEGIES



Implement electronic collection and submission of crash reports at the state and local levels as envisioned by the Crash Records Management System (CRMS).

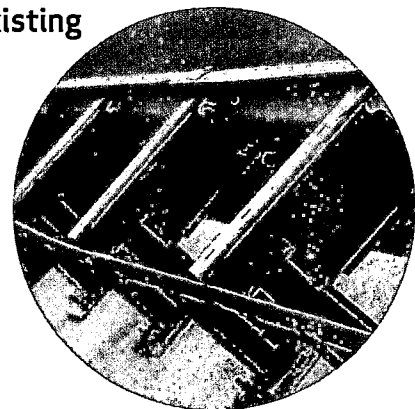
The CRMS project is a collaboration of efforts among federal, state, local, and private agencies to expedite crash data capture, exchange, storage, and reporting. The objective is to ensure efficient, timely, consistent, and streamlined capturing of crash data to allow sharing of the information among all concerned parties for effective analysis and reporting. Anticipated implementation of this project is summer 2012.

Improve state and local roadway inventory data through the adoption of Federal Highway's Model Inventory Roadway Elements (MIRE).

Safety data sets are a key element to sound decisions on the design and operation of roadways. The MIRE is a recommended list of roadway inventory and traffic elements critical to safety management. It provides a structure for data elements by using common, consistent definitions and attributes, which are essential for making sense of aggregated data.

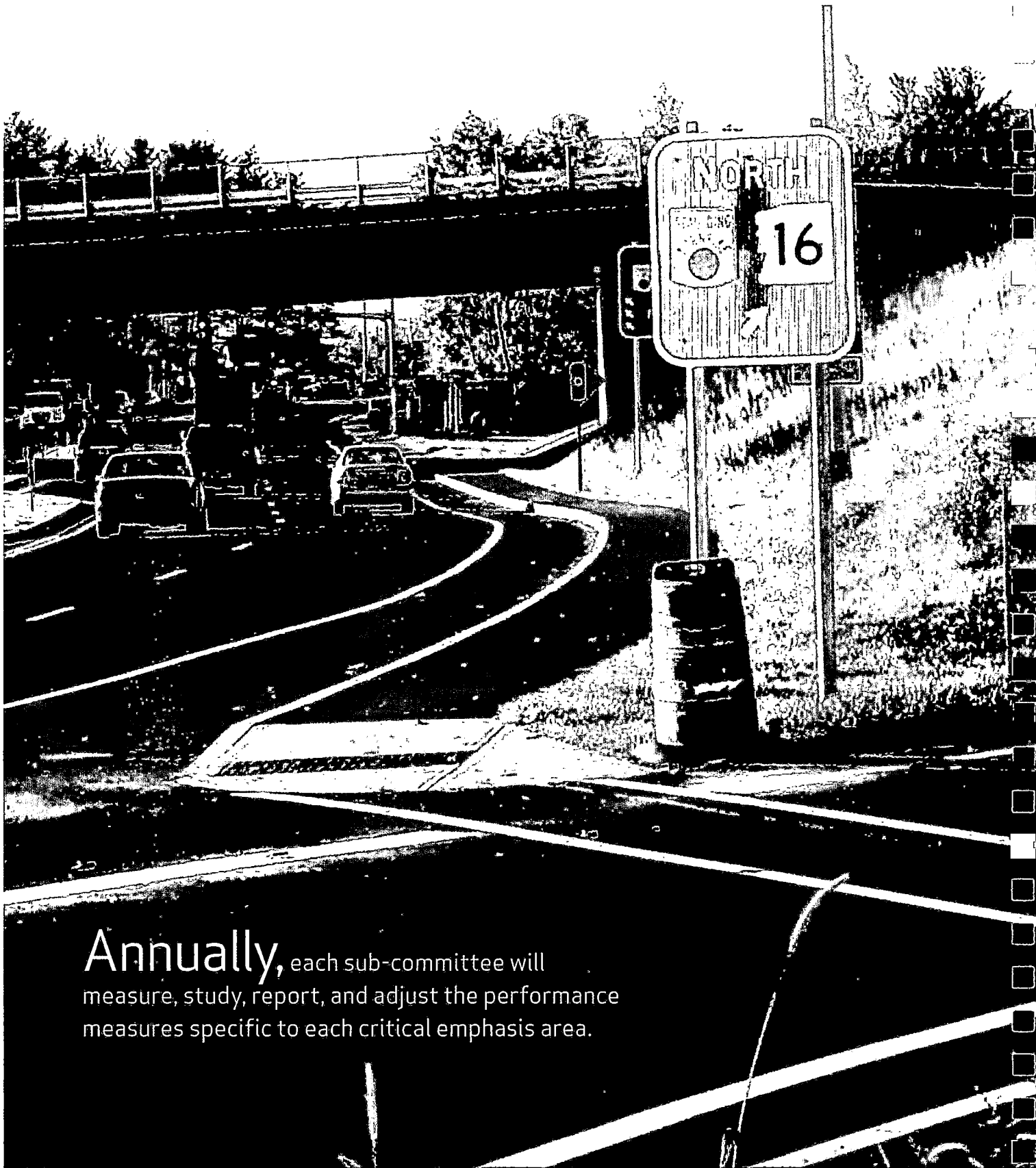
Conduct an evaluation of the state of current data systems and needs. In coordination with other subcommittees, identify gaps between existing performance and desired performance.

Data systems transform data into decision-making knowledge. Accurate, complete, and reliable data are essential to making sound decisions.



OUR CONTINUING STRATEGIES

- Identify champions for each data system.
- Identify performance measures, set targets, and track performance.
- Re-establish the CODES (Crash Outcome Data Evaluation Systems) to identify prevention factors by linking crash, vehicle, and behavior characteristics to their specific medical and financial outcomes.



Annually, each sub-committee will measure, study, report, and adjust the performance measures specific to each critical emphasis area.

PERFORMANCE MEASURES

The following performance measures are tools to monitor the progress and success of the Strategic Highway Safety Plan. By utilizing the leading indicators as key performance measures, the New Hampshire Toward Zero Deaths Coalition is targeting outcomes that have proved most successful in reducing the number of roadway crashes that result in serious injuries and fatalities.

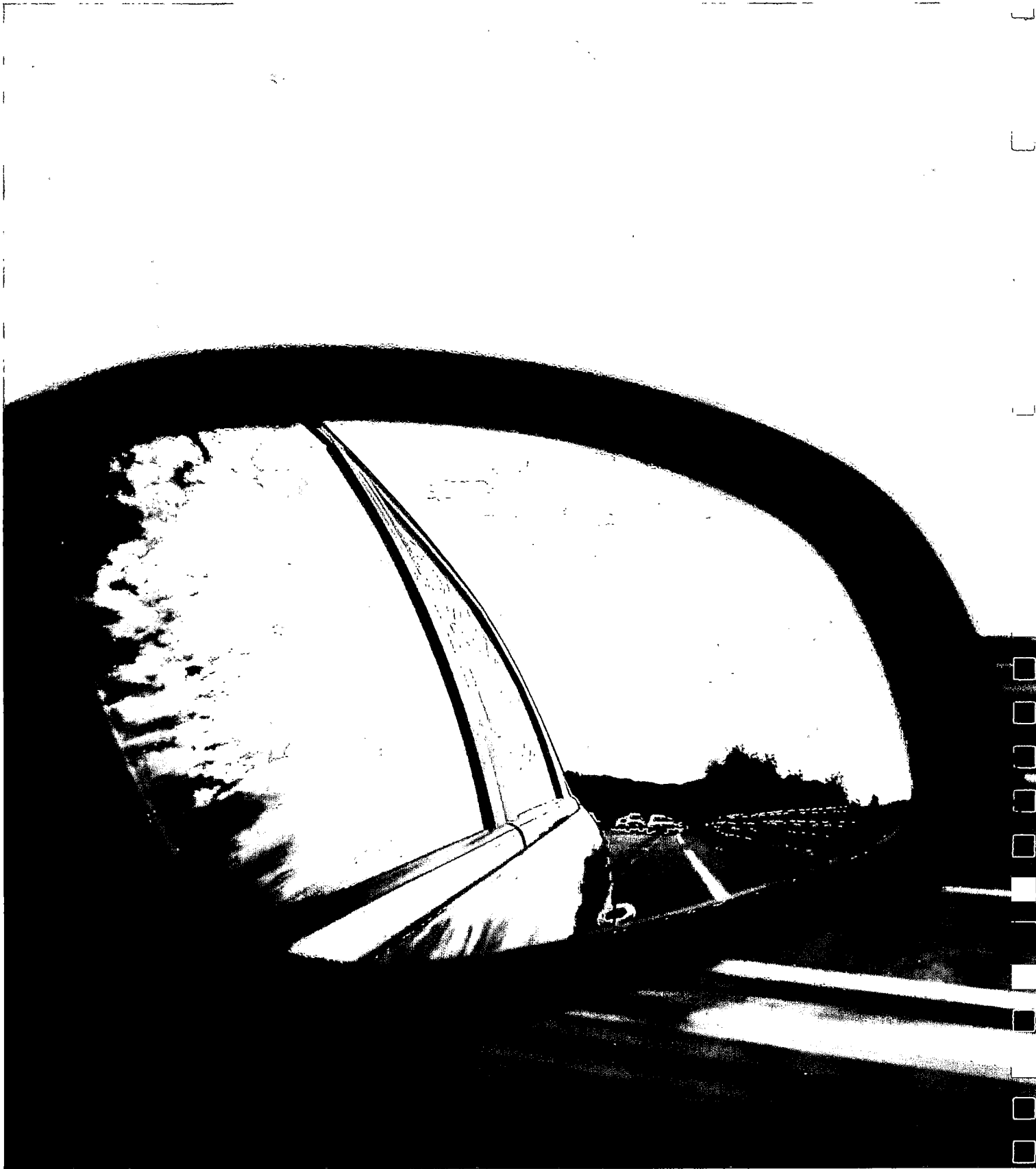
The lagging indicators presented below are a broader measure for the overall performance of the SHSP. Hence, the successful implementation of the leading indicators (cause) should positively impact the success of the lagging indicators (effect).

○ Leading Indicators

- Increase in the percentage of occupant seat belt use.
- Increase in the percentage of motorcycle helmet use.
- Model performance measures for state traffic records systems.
- Increase in the number of electronically submitted crash reports.
- Increase in the number of curves receiving safety enhancements.
- Increase the number of miles of median protection.
- Increase the number of state and local police utilizing E-Ticketing system.
- Enhance existing safety laws (Graduated Drivers License, impaired driving, child restraints, cell phone usage.)
- Access the number of road safety audits with implemented counter measures.
- Increase the number of DUI checkpoints and DRE patrols.

○ Lagging Indicators

- Number of traffic fatalities (five-year average).
- Number of severe injuries.
- Number of fatalities per vehicle mile travelled.
- Number of unrestrained vehicle occupant fatalities.
- Number of fatalities in crashes involving an impaired driver.
- Number of fatalities in crashes involving distracted drivers.
- Number of speeding-related fatalities.
- Number of un-helmeted motorcyclist fatalities.
- Number of drivers 20 years old or younger involved in fatal crashes.
- Number of drivers 65 years old or older involved in fatal crashes.
- Location of the last drink for those arrested for DUI.



PERFORMANCE MEASURES

IMPLEMENTATION

A significant challenge for the implementation and success of this plan is to ensure both public and private stakeholders remain engaged in the process and continue to champion the programs, projects, and initiatives outlined in the Strategic Highway Safety Plan. The State of New Hampshire is committed to implementing the SHSP by mobilizing agency resources to support the initiatives outlined in this plan through all available channels of community outreach.

EVALUATION

The Strategic Highway Safety Plan will be evaluated annually to review all critical emphasis areas, strategies, and performance measures. During this review, each sub-committee will develop actionable steps for the following year and will make this report available to the general public. The purpose of this review will be to analyze the preceding year's data, re-evaluate performance measures, and ensure established benchmarks are met. The SHSP will undergo a complete review and revision every four years.

Evaluation Focus Areas:

- Assess progress in each Critical Emphasis Area Action Plan.
- Assess progress made by stakeholders and level of collaboration among stakeholders, and ensure minimal overlap of efforts.
- Assess progress of aligning with mission, vision and goals of SHSP.
- Assess appropriate use of available funding.
- Assess integration with other plans.



CONCLUSION

Saving lives.

It is a simple concept and what the Strategic Highway Safety Plan is all about. The strong leadership and collaboration that have ensured the successful development of this plan will continue as each stakeholder takes responsibility for extending the reach of the plan and the strategies contained within it, until every person using New Hampshire roadways shares in the vision of Driving Toward Zero Deaths.

Remember, it is the only goal we all can live with.

New Hampshire Driving Toward Zero Deaths Coalition Members

3m Company

AAA

Brain Injury Association of New Hampshire

Children's Hospital at Dartmouth

City of Manchester

Dartmouth-Hitchcock Trauma Program

Federal Highway Administration

Federal Motor Carrier Safety Administration

Jacobs Engineering

Manchester Community College

Nashua Regional Planning Commission

National Highway Traffic Safety Administration

New Hampshire Department of Health and Human Services

Department of Justice-Office of the Attorney General

New Hampshire Department of Safety

New Hampshire Department of Transportation

New Hampshire Highway Safety Agency

New Hampshire State Liquor Commission

Traffic Records Coordinating Committee

Upper Valley/Lake Sunapee Regional Planning Commission

Vanasse Hangen Brustlin, Inc.

Victims Inc.

APPENDIX

ADDITIONAL STRATEGIES AND GUIDANCE REFERENCE

Countermeasures That Work

Highway Safety Manual

NCHRP Report 500 Series:

- Volume 01: A Guide for Addressing Aggressive-Driving Collisions
- Volume 02: A Guide for Addressing Collisions Involving Unlicensed Drivers and Drivers with Suspended or Revoked Licenses
- Volume 03: A Guide for Addressing Collisions with Trees in Hazardous Locations
- Volume 04: A Guide for Addressing Head-On Collisions
- Volume 05: A Guide for Addressing Un-signalized Intersection Collisions
- Volume 06: A Guide for Addressing Run-Off-Road Collisions
- Volume 07: A Guide for Reducing Collisions on Horizontal Curves
- Volume 08: A Guide for Reducing Collisions Involving Utility Poles
- Volume 09: A Guide for Reducing Collisions Involving Older Drivers
- Volume 10: A Guide for Reducing Collisions Involving Pedestrians
- Volume 11: A Guide for Increasing Seat Belt Use
- Volume 12: A Guide for Reducing Collisions at Signalized Intersections
- Volume 13: A Guide for Reducing Collisions Involving Heavy Trucks
- Volume 14: Reducing Crashes Involving Drowsy and Distracted Drivers
- Volume 15: A Guide for Enhancing Rural Emergency Medical Services
- Volume 16: A Guide for Reducing Crashes Involving Alcohol
- Volume 17: A Guide for Reducing Work Zone Collisions
- Volume 19: A Guide for Collecting and Analyzing Safety Highway Safety Data
- Volume 20: A Guide for Reducing Head-On Crashes on Freeways

View a Site Map of all the Implementation Guides

The cost estimate for a fatality is established by the Federal Highway Administration (FHWA). Lesser injury type costs are not established by FHWA. An estimate was made consistent with research of other states' cost estimates. Cost estimates are fatality; \$5,800,000, serious injury (incapacitating); \$402,000, non-incapacitating; \$80,000, possible injury; \$42,000, property damage only; \$4,000.

U.S. Department of Transportation. (2008). *Revised Departmental Guidance: Treatment of the Value of Preventing Fatalities and Injuries in Preparing Economic Analyses*, Washington, DC. Accessed online: March 1, 2011. <http://ostpxweb.dot.gov/policy/reports/080205.htm>

DRIVING
TOWARD
ZERO

One Death Is Too Many

EXIT 5
Granite St
W. Manchester ↗
EXIT ONLY

New Hampshire
DOT
Department of Transportation

New Hampshire Department of Transportation
7 Hazen Drive, Concord, NH
603.271.5734

NHDrivingTowardZero.com
nh.gov/dot

Voting Sheets

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 242

BILL TITLE: relative to child passenger restraint requirements.

DATE: February 5, 2013

LOB ROOM: 203

Amendments:

Sponsor: Rep. Kelly OLS Document #: 2013 0096h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. Crawford

Seconded by Rep. Johnsen

Vote: 9-9 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.) Hold to be reconsidered.

Moved by Rep.

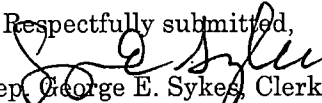
Seconded by Rep.

Vote: (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE:

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. George E. Sykes, Clerk

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 242

BILL TITLE: relative to child passenger restraint requirements.

DATE: 2/5/13

LOB ROOM: 203

Amendments:

Sponsor: Rep. Kelly

OLS Document #: 2013 - 0096-H

Sponsor: Rep.

OLS Document #:

Sponsor: Rep.

OLS Document #:

Motions: ~~OTP~~ OTP/A ITL, Interim Study (Please circle one.)

Moved by Rep. Crawford

Seconded by Rep. Johnson

Vote: (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote: (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE:

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. George E. Sykes, Clerk

VOICE vote on the Amendment.

14 yes 3 nays



2013 SESSION

TRANSPORTATION

Bill #: HB 242 Title: relative to child passenger restraint requirements.

PH Date: / / Exec Session Date: / /

Motion: OTR/A Amendment #:

MEMBER

YEAS

NAYS

Bouchard, Candace C W, Chairman	✓	
O'Brien, Michael B, V Chairman	✓	
Rhodes, Brian D	✓	
LaPlante, Roland H		
Soucy, Timothy A		
Williams, Carol A	✓	
Johnsen, Gladys	✓	
Patten, Dick W	✓	
Burtis, Elizabeth B	✓	
O'Flaherty, Tim		✓
Sykes, George E, Clerk	✓	
Packard, Sherman A,		✓
Hikel, John A,		✓
Hinch, Richard W,		✓
Chirichiello, Brian K		✓
Smith, Steven D		✓
Crawford, Karel A	✓	
Hodgdon, Bruce E		✓
Straight, Philip N		✓
Walsh, Thomas C		✓
TOTAL VOTE:		

9

9

*Roll -
w/ be
reconsidered
[Signature]*

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 242 reconvened

BILL TITLE: relative to child passenger restraint requirements.

DATE: February 19, 2013

LOB ROOM: 203

Amendments:

Sponsor: Rep. O'Brien OLS Document #: 2013 0454h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motion to re-consider Packard, 2nd Bouchard. Ojection O'Flaherty

Motions: OTP/OTP/A, ITL, Interim Study (Please circle one.) Amendment

Moved by Rep. O'Brien

Seconded by Rep. Johnsen

Vote: 12-3 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. Burtis

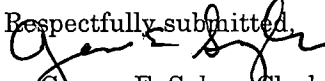
Seconded by Rep. Johnsen

Vote: 12-3 (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: No

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. George E. Sykes, Clerk

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 242 reconvened

BILL TITLE: relative to child passenger restraint requirements.

DATE: 2/19/13

LOB ROOM: 203

Amendments:

Sponsor: Rep. O'Brien OLS Document #: 2013 0454 h
Sponsor: Rep. OLS Document #:
Sponsor: Rep. OLS Document #:

MOTION TO re-consider Packard 2nd Bouchard
objection O'Flaherty
Amendment

Motions: (OTP) OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. O'Brien

Seconded by Rep. JOHNSON

Vote: 12-3 (Please attach record of roll call vote.)

Motions: OTP, (OTP/A), ITL, Interim Study (Please circle one.)

Moved by Rep. Burtis

Seconded by Rep. JOHNSON

Vote: 12-3 (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE:

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. George E. Sykes, Clerk



2013 SESSION

TRANSPORTATION

Bill #: HB-242 Title: relative to child restraint requirements

PH Date: 1 / 29 / 13

Exec Session Date: 2 / 19 / 13

Motion: OTP

Amendment #: 2013 0454 h

Amendment

MEMBER

YEAS

NAYS

<u>MEMBER</u>	<u>YEAS</u>	<u>NAYS</u>
Bouchard, Candace C W, Chairman	✓	
O'Brien, Michael B, V Chairman	✓	
Rhodes, Brian D	✓	
LaPlante, Roland H		
Soucy, Timothy A	✓	
Williams, Carol A		
Johnsen, Gladys	✓	
Patten, Dick W	✓	
Burtis, Elizabeth B	✓	
O'Flaherty, Tim		✓
Sykes, George E, Clerk	✓	
Packard, Sherman A,	✓	
Hikel, John A,		
Hinch, Richard W,	✓	
Chirichiello, Brian K		
Smith, Steven D		
Crawford, Karel A	✓	
Hodgdon, Bruce E		✓
Straight, Philip N	✓	
Walsh, Thomas C		✓
TOTAL VOTE:		

12 3

Move
2nd

Sherm Packard
Candace Bouchard

re-consider

1 objection

Rep.

O'FLAHERTY

move
2nd

O' Brien
JOHNSON

to

Amend

Hinder ;
Johnson

problem with age still



2013 SESSION

TRANSPORTATION

Bill #: 242 Title: relative to child restraint requirements

PH Date: 1/29/13 Exec Session Date: 2/19/13

Motion: OTP/A Amendment #: 2013 04546

MEMBER	YEAS	NAYS
Bouchard, Candace C W, Chairman	✓	
O'Brien, Michael B, V Chairman	✓	
Rhodes, Brian D	✓	
LaPlante, Roland H		
Soucy, Timothy A	✓	
Williams, Carol A		
Johnsen, Gladys	✓	
Patten, Dick W	✓	
Burtis, Elizabeth B	✓	
O'Flaherty, Tim		✓
Sykes, George E, Clerk	✓	
Packard, Sherman A,	✓	
Hikel, John A,		
Hinch, Richard W,	✓	
Chirichiello, Brian K		
Smith, Steven D		
Crawford, Karel A	✓	
Hodgdon, Bruce E		✓
Straight, Philip N	✓	
Walsh, Thomas C		✓
TOTAL VOTE:		

12 3

OTP/A

HR 242

name Burti

2nd Johnson

Committee Report

REGULAR CALENDAR

February 20, 2013

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on TRANSPORTATION to which was referred HB242,

AN ACT relative to child passenger restraint requirements. Having considered the same, report the same with the following amendment, and the recommendation that the bill OUGHT TO PASS WITH AMENDMENT.

Rep. Elizabeth B Burtis

FOR THE COMMITTEE

COMMITTEE REPORT

Committee:	TRANSPORTATION
Bill Number:	HB242
Title:	relative to child passenger restraint requirements.
Date:	February 20, 2013
Consent Calendar:	NO
Recommendation:	OUGHT TO PASS WITH AMENDMENT

STATEMENT OF INTENT

This bill brings the New Hampshire child restraint law closer to the nationally accepted best practice for child safety and changes the height restriction for requiring a child restraint device to 56" and changes the age restriction to seven years of age. Medical and safety experts advocated for the passage of this bill. The majority of the committee felt the safety of New Hampshire's children to be the most important consideration when voting on this bill.

Vote 12-3.

Rep. Elizabeth B Burtis
FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

TRANSPORTATION

HB242, relative to child passenger restraint requirements. **OUGHT TO PASS WITH AMENDMENT.**

Rep. Elizabeth B Burtis for **TRANSPORTATION**. This bill brings the New Hampshire child restraint law closer to the nationally accepted best practice for child safety and changes the height restriction for requiring a child restraint device to 56" and changes the age restriction to seven years of age. Medical and safety experts advocated for the passage of this bill. The majority of the committee felt the safety of New Hampshire's children to be the most important consideration when voting on this bill. **Vote 12-3.**

TRANSPORTATION COMMITTEE

Blurb

HB 242 relative to child passenger restraint requirements.

OTPW/A #0454H 12-3 RC

AS Amended
This bill brings the New Hampshire child restraint law closer to the nationally accepted best practice for child safety and changes the height restriction for requiring a child restraint device to 56" and changes the age restriction to seven years of age. * Medical and safety experts advocated for the passage of this bill. The majority of the committee felt the safety of New Hampshire's children to be the most important consideration when voting on this bill.

Rep. Elizabeth Burtis,
For the committee

The Amendment decreases the original bill

* Increasing the *existing law*
the age by one year
and the height
one inch.

*EWB
2/20/2003*

COMMITTEE REPORT

COMMITTEE: House Transportation

BILL NUMBER: HB - 242

TITLE: relative to child restraint requirements

DATE: 2/19/13 CONSENT CALENDAR: YES NO

- OUGHT TO PASS
- OUGHT TO PASS W/ AMENDMENT
- INEXPEDIENT TO LEGISLATE
- INTERIM STUDY (Available only 2nd year of biennium)

Amendment No.
2013-0454h

STATEMENT OF INTENT:

This bill brings ^{the} NH child restraint law closer to the nationally accepted best practice for child safety and changes the height restriction for requiring a child restraint device to 56" and changes the age restriction to 7 years of age. Medical and safety experts advocated for the passage of this bill. The majority of the committee felt the safety of N.H.'s children to be the most important consideration when voting on this bill.

awb 2/19/2013

COMMITTEE VOTE: 12 - 3

RESPECTFULLY SUBMITTED,

- Copy to Committee Bill File
- Use Another Report for Minority Report

Rep. Betsy Brann
For the Committee

Maffucci, Dianna

From: Maffucci, Dianna

Sent: Wednesday, February 20, 2013 2:04 PM

To: Carson, Lily

Subject: transportation cmty report change

HB 242 - Please change blurb to insert:

"as amended" after the words "This bill" at the beginning.

At the end of the sentence ending: "restriction to seven years of age" add:

"increasing the existing law the age by one year and the height one inch."

Hopefully, you understand this. I will be happy to retransmit the entire report if you like.

Sorry about that. Dianna