

New Hampshire	Ranking in 2019: 36	Preliminary ranking in 2021: 47
Feedback		
1. Adopt a statewide Complete Streets policy		
2. Adopt a statewide Bike Plan or Active Transportation Plan		
3. Make bicycle safety an emphasis area in your Strategic Highway Safety Plan with identified strategies for engineering improvements.		
4. Use more federal funding for biking and walking improvements in order to spend at least 2% of federal funds on biking and walking improvements.		
5. Your state has a bicyclist fatality rate worse than the national average. High-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed. Improve those roadways to improve bicycle safety.		
6. Your state spends a very low amount of federal funding on biking and walking per capita. Spend more and/or improve reporting practices to make sure your investments are counted.		
	Bicycle Friendly Actions	Action Taken?
	Complete Streets Law/Policy	No
	Safe Passing Law (3 ft+)	Yes
	Statewide Bike Plan in last 10 years	No
	2%+ Fed Funds on bike/ped	No
	Bicycle Safety Emphasis Area	No
Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work	35 Out of 50
Safety	13.3 Fatalities per 10k bike commuters	13 Out of 50
Spending	\$1.14 Per capita FHWA spending on bike/ped	48 Out of 50

Notes from your State survey:

These notes were provided by the contact who answered your state survey. If there are no notes it is because your survey was incomplete. Feedback will be developed from these notes to supplement the ones provided above. Our goal is to have 5-6 feedback points per state and all feedback should be 2,500 characters or less.

Please suggest feedback to supplement or replace our generated feedback to support your needs and reflect the dynamics of bicycle advocacy in your state. Consider celebrating at least one positive action by the state legislature, DOT, or Governor in feedback.

BFS Survey Question G1. Please list and describe up to three aspects that must be improved in order to make the state more bicycle and walking friendly.
Culture – Prioritize the needs of all users in roadway planning, design and maintenance and integrate Complete Street principles into everyday practice; Safety – Increase pedestrian and bicycle safety with policies, programs and pedestrian and cycling facilities that are suitable for their contexts; Access – Address gaps in our networks to connect people to key destinations and communities and ensure Granite Staters have access to low-stress bicycle and pedestrian facilities;
BFS Survey Question G2. Please list and describe up to three currently existing State DOT efforts that you believe should be supported by state and local bicycling and walking advocates over the next year.

Working on NH Statewide Pedestrian and Bicycle Transportation Plan - NHDOT received feedback from over 2,000 individuals; Funding of projects for the installation of bicycle and pedestrian facilities – the New Hampshire State Legislature funded the NH Rail Trail Plan; NHDOT sponsored training for NHDOT Staff, MPO/RPC Staff and municipal staff in bicycle and pedestrian facilities;