NHDOT Planning Ahead 2032 – Online Survey
Draft 2023-2032 Ten Year Plan
Survey Overview
The above results represent responses to the ranking of NHDOT policy approaches regarding the state’s approach to investing in the transportation system.

Expanding travel options (bicycle, pedestrian, transit, rail and electric vehicle infrastructure availability) was consistently ranked at the top of the 5 categories.

Expanding travel options was closely followed by improving safety and maintaining the system.

Reducing congestion and implementing the use of new technologies on the system were ranked fourth and fifth.

The survey results reflect support for NHDOT’s current transportation investment priorities.
• Respondents were asked to indicate their investment preference regarding the manner that NHDOT engages in congestion improvement efforts.
• 60% of respondents indicated a desire to engage in multiple smaller/incremental improvements in trouble spots around the state.
• 33% of respondents indicated a preference for fewer more impactful projects.
• 7% indicated no specific preference.
• The preferences expressed in these results does follow NHDOTs existing investment approach to be strategic in addressing congestion issues.
• This also represents a significant shift to more support identified for this approach vs. the ‘near even’ responses in the last Ten Year Plan public involvement survey.
Respondents were asked to provide feedback regarding NHDOT’s approach to overall pavement management.

- 56% of respondents supported NHDOT’s current practice of ‘keeping good roads good’ – as in paving more miles of good to fair roadways to keep them in fair condition.
- 29% of respondents expressed a preference for an approach that focuses on fewer, more involved roadway reconstruction projects, the ‘worst, first’ type of approach currently not supported in the TYP investment strategies.
- 15% of respondents had no clear opinion.
Respondents were asked to provide input into whether NHDOT investments in bicycle and pedestrian infrastructure should be focused on on-road facilities (along existing transportation corridors) or on off-road (separated from vehicular traffic) facilities.

- 58% of respondents identified a preference for increased off-road facilities in NH.
- 33% expressed support for on-road facilities investment.
- 9% had no strong preference for either option.
Respondents were asked to identify support for improving the NH transportation system’s resilience to unexpected events that impede the function of the network (extreme weather events, emergencies, other).

- 41% identified a preference to distribute many smaller scale projects in areas around the state.
- 40% noted a preference to focus on larger scale/larger cost efforts to improve fewer, more impactful projects.
- 19% expressed no clear preference for either choice.
- The above results represent a change in public comments regarding this issue with the prior Ten Year Plan responses noting a clearer preference for smaller scale distribution of projects around the state.
Respondents were asked to provide feedback on the types of safety projects NHDOT should focus on with Ten Year Plan project funding.

- 65% of respondents identified investments in fewer, larger scale projects (such as intersections) as the priority.
- 21% identified a preference for more smaller-scale ‘signs-and-lines’ type projects scattered throughout the state.
- 14% of respondents did not have a clear preference for either option.
Respondents were asked to rate the perceived condition of the state’s roadway network by selecting a number of stars (1-5; 1 being the lowest; 5 the highest).

Responses indicate that Interstates are in the best condition, followed by Major Highways and then local roads.

These responses indicate that NHDOTs tier investment policy is resulting in the expected outcomes.

Respondents were also asked to rate the perceived safety conditions of the state’s transportation network, which they identified as ‘good’.

Participants were also asked to rate the level of congestion on the states network, which was identified as ‘fair’ to ‘good’ – an improvement over the last Ten Year Plan survey responses.
Survey participants were asked about their thoughts on the condition of NH's roadway signs and aesthetics – via the same 1-5-star rating system as previous questions.

Responses indicate that respondents find all evaluated attributes are above average (greater than 3 stars).

This indicates that NHDOT is perceived to be performing well overall regarding the condition of signs, lines, guardrail and scenery.
The chart above reflects survey respondents’ responses to rating access and accommodations to alternative modes of transportation – specifically bicycle, pedestrian and public transportation. Survey responses indicate a fair-to-poor evaluation of conditions. These responses are reflective of the level of state investment in these modes of transportation, as well as the limited federal funding provided for these modes.
Survey participants were also asked to provide feedback as to what types of services the public would like to see more or less of.

Survey responses indicated that NHDOTs current approach to implementing safety improvements like rumble strips, variable message boards and roundabouts were appropriate as currently implemented.

Survey results also reveal that the respondents support alternative modes of transportation in NH, like bike/ped, public transit and rail service.

Respondents identified a desire for more alternative modes of transportation.
Demographics

Age of Survey Respondents

- The NHDOT received 766 responses to our online survey.
- As noted above, respondents trended towards the 35-64 age range.
- Responses indicate a potential need for more outreach to the younger/older aged population of the state going forward.
• NHDOT was asked to include a question in the online survey regarding respondent’s feelings about cash lanes at toll plazas – specifically whether respondents favored their elimination.
• Responses indicate a majority of respondents support the removal of cash lanes at NH’s toll plazas.