

Strafford Metropolitan Planning Organization Policy Committee Meeting



Friday, January 15th 2021 9:00 – 10:30 AM
Remote Zoom Meeting

The Chair of SRPC has found that, due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor’s Emergency Order #12 pursuant to Executive Order 2020-25, SRPC and committees thereof are authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor’s Emergency Order.

SRPC is utilizing Zoom for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in the meeting as follows:

[Click here to access the meeting online](#)

Telephone-only Access: +1 646 558 8656 and Meeting ID: 833 2937 9249

These instructions have also been provided on the SRPC website at www.trafford.org. If anybody is unable to access the meeting, please email clentz@trafford.org. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

1. Introductions	5 mins
2. Staff Communications	5 mins
3. Action Item(s) [Motion Required] 3.1. Draft minutes from November 20 th , 2020 3.2. 2021 Highway safety performance targets – review recommendations from staff approved by TAC	20 mins
4. Project Updates 4.1. Metro Plan 4.2. STIP Update 4.3. 2021-2022 UPWP	10 mins
5. Commissioner Roundtable – Updates from your community What should SRPC be focused on for COVID-19 recovery planning that would help your community?	15
6. Other Business	5 mins
7. Citizen’s Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes	
8. Adjournment	

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srcp@trafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

Strafford Metropolitan Planning Organization Policy Committee

Meeting Minutes

Friday, November 20th 2020 9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting Via Zoom
Rochester, NH

The meeting was called to order at 9:05am
Prior to beginning the meeting, the Chair read the following statement:

As Chair of the Strafford MPO Policy Committee I have found that, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2020-21, this Committee is authorized to meet electronically. Please note that there is no physical location to observe and listen contemporaneously to the meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, this is to confirm that we are:

a) Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means;

We are utilizing the Zoom platform for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through the Zoom platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone # 1-646-558-8656 and meeting ID 852 4088 7267, or by clicking on the following website address:

<https://us02web.zoom.us/j/85240887267>

b) Providing public notice of the necessary information for accessing the meeting;

We previously gave notice to the public of how to access the meeting using Zoom, and instructions are provided on the SRPC website at Strafford.org, and clicking on the link for the May Policy Committee.

c) Providing a mechanism for the public to alert the public body during the meeting if there are problems with access;

If anybody has a problem, please call 603-559-3500 (ext. 102) or email Colin at:
clentz@strafford.org.

d) Adjourning the meeting if the public is unable to access the meeting.

In the event the public is unable to access the meeting, we will adjourn the meeting and have it rescheduled at that time. Please note that all votes that are taken during this meeting shall be done by Roll Call vote.

Let's start the meeting by taking a Roll Call attendance. When each member states their presence, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.

1. Attendance:

Committee Members

Don Hamann (Rochester), Tim White (NHDES), Victoria Parmele (Northwood), Michael Williams (COAST), Mark Richardson (Somersworth), Bill Fisher (Farmington), Peter Nelson (Newmarket), Glenn Davison (NHDOT), David Landry (Dover), Wayne Burton (Durham), Joe Boudreau (Rochester).

Staff

Jennifer Czysz, Rachel Dewey, Colin Lentz, Natalie Moles, Stephen Geis, Stephanie Casella, Alaina Rogers

2. Staff Communications

C. Lentz said SRPC staff would be reverting to fully working from home because of the increased rate of COVID-19 infection rates and the mask mandate announced by the Governor the previous night.

J. Czysz announced introduced Natalie Moles, SRPC's new Economic Recovery Coordinator.

3. Public Hearing for the Draft Public Participation Plan update

M. Richardson made a motion to open the public hearing

Seconded by D. Hamann

Vote: Unanimous in favor via roll-call vote

C. Lentz gave a presentation highlighting the updates to the Public Participation Plan. He explained that the primary reason for the update was to update the language related to remote meetings under emergency scenarios like the COVID-19 pandemic. The new language demonstrated compliance with federal requirements for MPO public transparency and state laws regarding public bodies. In New Hampshire, public decision-making bodies are required (under RSA91-A) to have a quorum of members present in a physical location, but that was suspended under the current emergency and executive orders. C. Lentz said the new language enabled the chairs of Strafford RPC's committees could declare an emergency to enable people to participate electronically. In the future this could be during a snowstorm or other event that made it dangerous or impossible for members to meet in a physical location.

W. Burton suggested SRPC reach out to various advocacy groups that work with special interest groups. C. Lentz said SRPC staff had a good list of contacts with regional groups but were always on the look-out for additional ones.

Members discussed various opportunities to reach advocacy groups and individuals.

P. Nelson noted that SRPC could help augment NHDOT's communications about transportation projects happening in the region. Construction schedules and opportunities to provide input or avoid construction disruptions are not readily accessible through usual NHDOT methods. He suggested SRPC could provide a more accessible and comprehensive source of updated information. J. Czysz agreed, but noted NHDOT already provides this information and is already seen as the primary source, so SRPC would just be duplicating efforts that would not likely have an larger impact. She explained that SRPC is not involved directly in projects once the planning phase is complete and does not have complete up-to-date information beyond NHDOT.

C. Lentz said the final formatted version will be posted on the website soon following Policy's approval.

M. Richardson made a motion to close the public hearing

Seconded by M. Bobinsky

Vote: Unanimous in favor via roll-call vote

4. **Action Item(s)**

4.1 **Minutes from September 18th 2020 [VOTE]**

D. Landry and J. Boudreau said they were listed with the attendees but had not been at the meeting.

C. Lentz said he would make that change.

M. Bobinsky made a motion to approve the minutes as written; Seconded by S. Diamond

Vote: D. Landry abstained, otherwise unanimous in favor via roll call vote

4.2 **Approve the draft Public Participation Plan**

V. Parmele made a motion to approve the draft Public Participation Plan; seconded by D. Hamann

Vote: unanimous in favor via roll-call vote

5. **Commissioner roundtable – Updates from your community - What should SRPC be focused on for COVID-19 recovery planning that would help your community?**

W. Burton said Durham residents would be joining the Mayor's conference on nitrogen control (an international organization) related to local nitrogen output. He noted that Durham has the highest number of cases in the state (total number), primarily due to the presence of UNH.

M. Bobinsky described Somersworth's recent COVID-19 response efforts, including discussion of possible mask mandates and coordination with neighboring public works and city staff on mitigation and contingency plans moving into the winter.

V. Parmele asked about SRPC's involvement on regional recovery planning. J. Czysz said James Burdine and Natalie Moles had weekly calls with economic development staff and professionals around the region and state. Most of the discussion has focused on preparing for winter (which will

reduce or eliminate the possibility of things like outdoor dining) and how SRPC can support communities and businesses.

W. Burton asked if regional and local surge centers had been set up for the increased cases. N. O'Connor said she hadn't heard about surge centers, but the emphasis was on producing and distributing a vaccine.

6. Other Business

No other business was brought before the committee.

7. Citizen's Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.

No members of the public were present to provide comments

8. Adjournment

D. Hamann made a motion to adjourn; seconded by W. Burton

The meeting was adjourned at 10:05am

Strafford MPO

Proposed 2021 Safety Performance Targets and Methodology

January 15, 2020

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation, State Office of Highway Safety, and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report five factors related to highway safety:

1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Data for the establishment of these measures is provided from three sources:

- Fatality Analysis Reporting System (FARS): FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state.
- State Motor Vehicle Crash Database: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injuries in the state. This is based on the Federal Model Minimum Uniform Crash Criteria (MMUCC, 4th Edition).
- Highway Performance Monitoring System (HPMS): State Vehicle Miles Traveled (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. SRPC contributes roughly 9% of the statewide VMT.

Target Development

States establish HSIP targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures. However, those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by

NHDOT and the MPOs. This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Five performance measures trends were established based on crash and volume data from 2007 to the present. Five year rolling averages were developed from these values and utilized to compute projected targets for 2021.

Data Impacts in 2020

The 2020 calendar year saw significant impacts from the COVID-19 pandemic, especially in transportation. Traffic volumes for 2020 are still estimations and won't be finalized until April, however due to shutdowns in response to COVID-19, volumes were much lower in 2020 than in recent years. Despite the lower traffic volumes, the number of fatalities stayed consistent with 2019. If not for the reduction of traffic, the number of fatalities may have been higher in 2020. The long term impacts of the ongoing pandemic may affect the 2021 safety trends as well.

State Targets

The tables on the following pages show the data supporting the targets for the five required measures as well as a graph showing the state targets for 2021. Detailed graphs of statewide data used to develop five-year rolling averages in each target category are displayed on the following pages.

		5-Year rolling averages							2020	2021
		2013	2014	2015	2016	2017	2018	2019	Target	Target
Fatality Total	State	115	112	109	118	117	119	120	118.8	120
	SRPC	11.2	11.4	12.4	14.4	15.8	14.8	13.6	14	13.2
Fatality Rate	State	.884	.861	.839	.900	.881	.885	.884	0.885	.884
	SRPC	.963	.980	1.065	1.223	1.328	1.225	1.117		
Serious Injury Total	State	785	734	711	699	610	455	456.4	448.0	456.4
	SRPC	87.6	84.2	74.8	72.8	63.2	61	54.4	51	50.2
Serious Injury Rate	State	6.08	5.658	5.426	5.186	4.458	3.303	3.363	3.269	3.353
	SRPC	7.535	7.245	6.443	6.194	5.323	5.069	4.466		
Non-motorized fatal + serious injuries	State	56	58	63	64	62	57	48.6	51.6	45.9
	SRPC	6.4	6	7.4	9	8.2	9	8.2	8	6.9

MPO Targets

For 2021, Strafford MPO staff are recommending that the MPO support the State of New Hampshire HSIP Targets in all five mandated areas. This does not mean that the statewide number and rate of fatalities and injuries is acceptable for the region. It is simply an acknowledgement that crash locations are largely random and driven by driver behavior, and therefore the MPO will not contribute more than usual to the statewide totals. In supporting the state targets, the MPO agrees to:

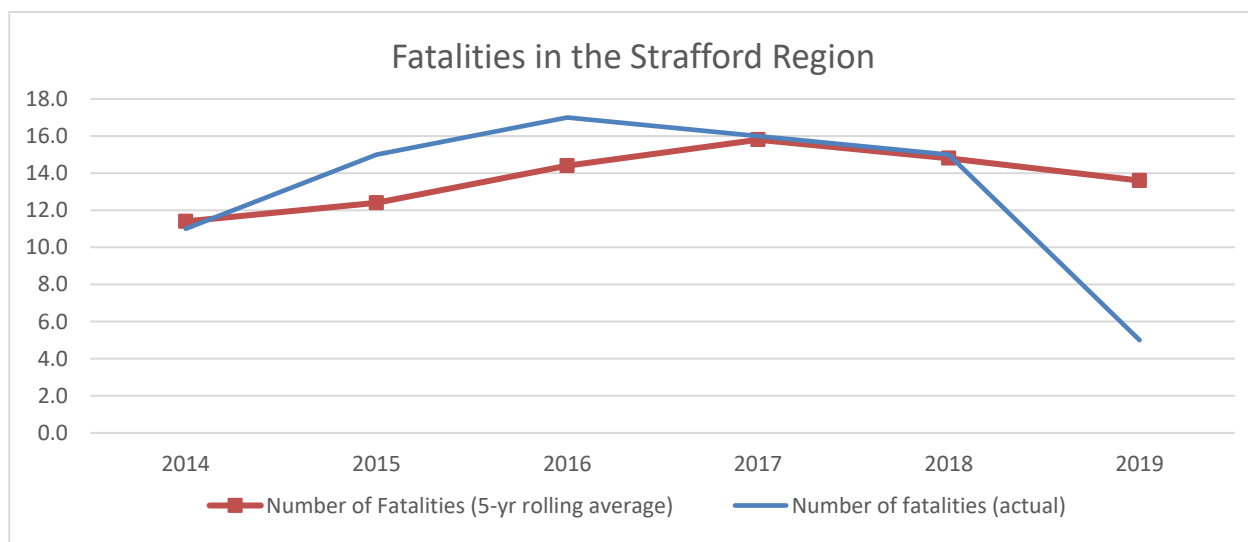
- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region.
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes.
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process.

Number of Fatalities

Fatal crashes are reported to the federal Fatal Analysis Reporting System (FARS) database every year. This database is used to calculate the number of fatalities measure. This measure is the five-year rolling average and targets are based on a minimum five-year trend line. Five-year rolling averages are used to smooth the trend line. They allow for years with exceptionally high or low numbers of severe or fatal crashes without significantly skewing the overall trend line. Rolling averages can still be affected when unusual years are added or lost. 2019 saw a sharp decrease in the number of fatalities in the region. This will draw the rolling average down but can be reversed if fatalities spike in future years. The total number of fatalities in NH is currently at 102 but that has the potential to change. Anyone who dies within 30 days of a crash because of injuries sustained in that crash will be included in the final 2020 total.

SRPC is supporting the state target for this measure.

YEAR	STATE		SRPC	
	Fatalities	5-year average	Fatalities	5-year average
2007	129	-	9	-
2008	138	-	18	-
2009	110	-	10	-
2010	128	-	10	-
2011	90	119	7	10.8
2012	108	114.8	9	10.8
2013	135	114.2	20	11.2
2014	95	111.2	11	11.4
2015	114	108.4	15	12.4
2016	136	117.6	17	14.4
2017	102	116.4	16	15.8
2018	147	118.8	15	14.8
2019	101	120	5	13.6



Number of Serious Injuries

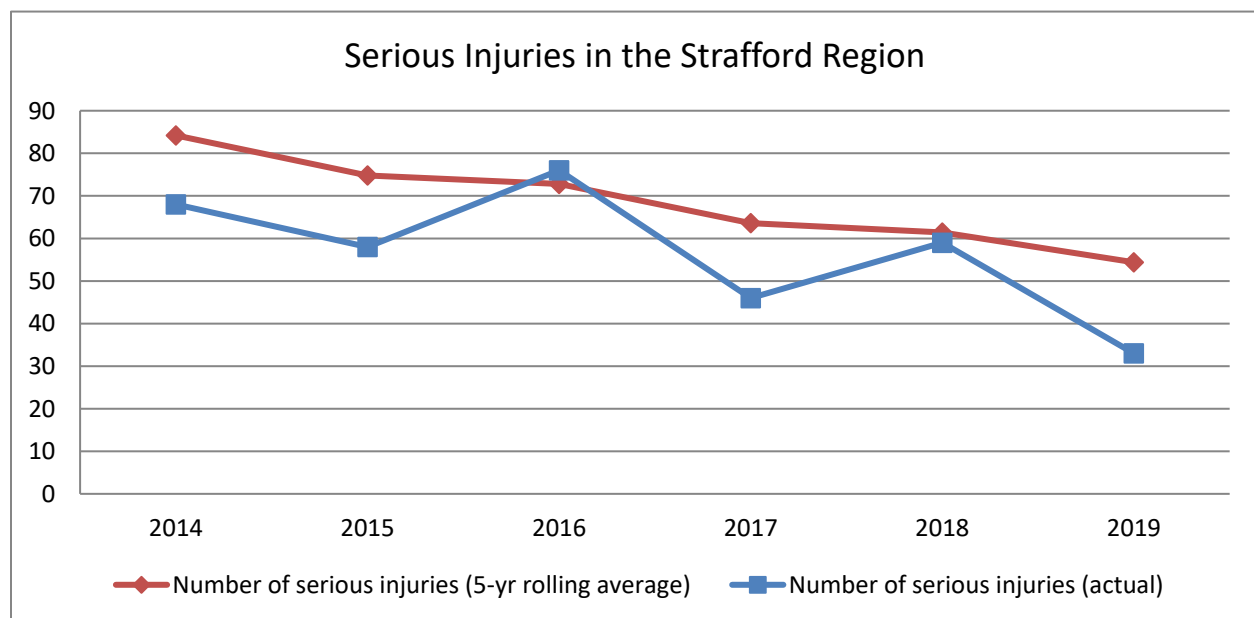
The New Hampshire Division of Motor Vehicles in the Department of Safety maintains a database of crashes in the state. This is the data source for the serious injury measures. A serious injury is one that is incapacitating. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance.

This data is collected on the scene of each crash by the responding police officers. These crash reports may be filled out on paper or electronically, and on varying versions of the form. The data is then sent to the state and manually entered into the database. Early versions of the data might be distributed, and updates did not necessarily make it to everyone with access to the data.

In 2017, the state launched a new database called VISION to house the crash data. VISION is a more consistent and comprehensive database that has improved the data management for the crash data. It is stricter in what is allowed to be reported as a serious injury, and allows for more seamless data distribution. As a result, there is a notable decrease in the serious injury totals in 2017 and 2018. It is assumed that this trend will continue.

Due to consistency and accuracy concerns with the data pre-2017, it is difficult to set real targets on the existing data that the MPOs have access to. The State sets targets based on the current data at DOS, but the data provided to the MPOs prior to 2017 show much higher injury numbers because the data is from a different version of the database. Therefore, the SRPC trend should decrease dramatically over the next 2-3 years once the 2016 data is no longer in the five-year rolling average, and the trend line should level off at a lower number.

SRPC will support the 2021 state target for serious injuries.



Rate of fatalities and Rate of serious injuries

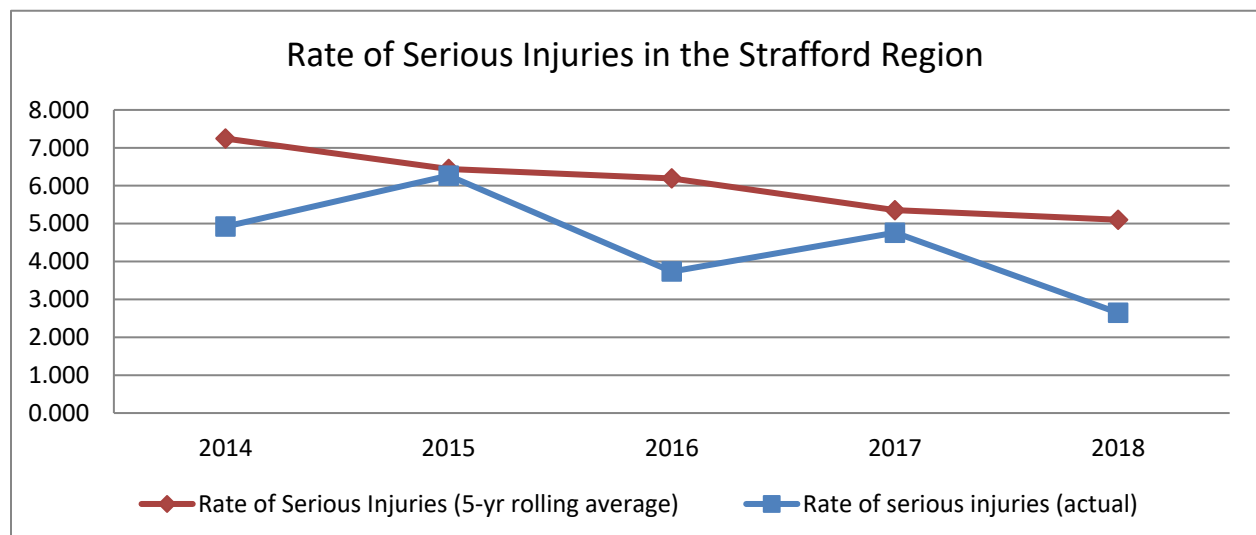
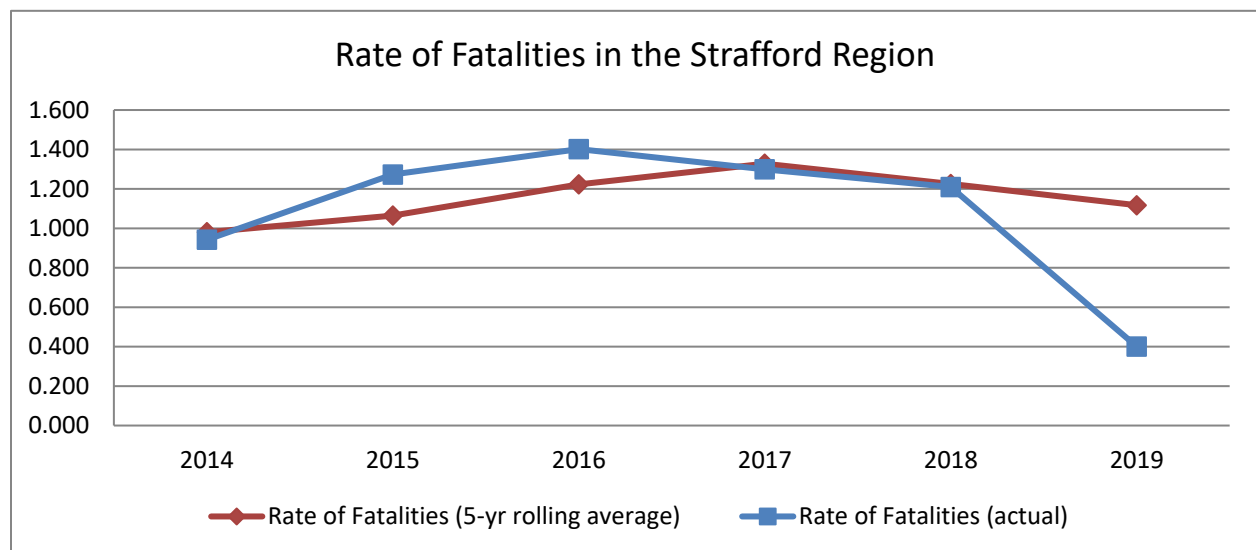
The rate of fatalities and the rate of serious injury measures combine their respective crash data with the vehicle miles traveled (VMT) data from the Highway Performance Monitoring System (HPMS). The NHDOT has calculated regional shares of VMT for the MPOs to use in these calculations.

The rate of fatalities is calculated by dividing the number of fatalities by the VMT. Similarly, the rate of serious injuries is calculated by dividing the serious injuries by the VMT. SRPC's rate of fatalities and rate of serious injuries are both generally a bit higher than the state rates. This is likely because on average, the regional share of VMT is less than the regional share of fatalities and serious injuries. 2019 data showed a decrease in VMT but the number of serious injuries did not fall as dramatically. This will result in a higher rate of serious injuries during this reporting period.

SRPC Average Annual Shares		
Fatalities	Serious Injuries	VMT
11%	11%	9%

$$\frac{11\% \text{ of state total people}}{9\% \text{ of state VMT}}$$

SRPC will support the state targets for 2021 for both measures.



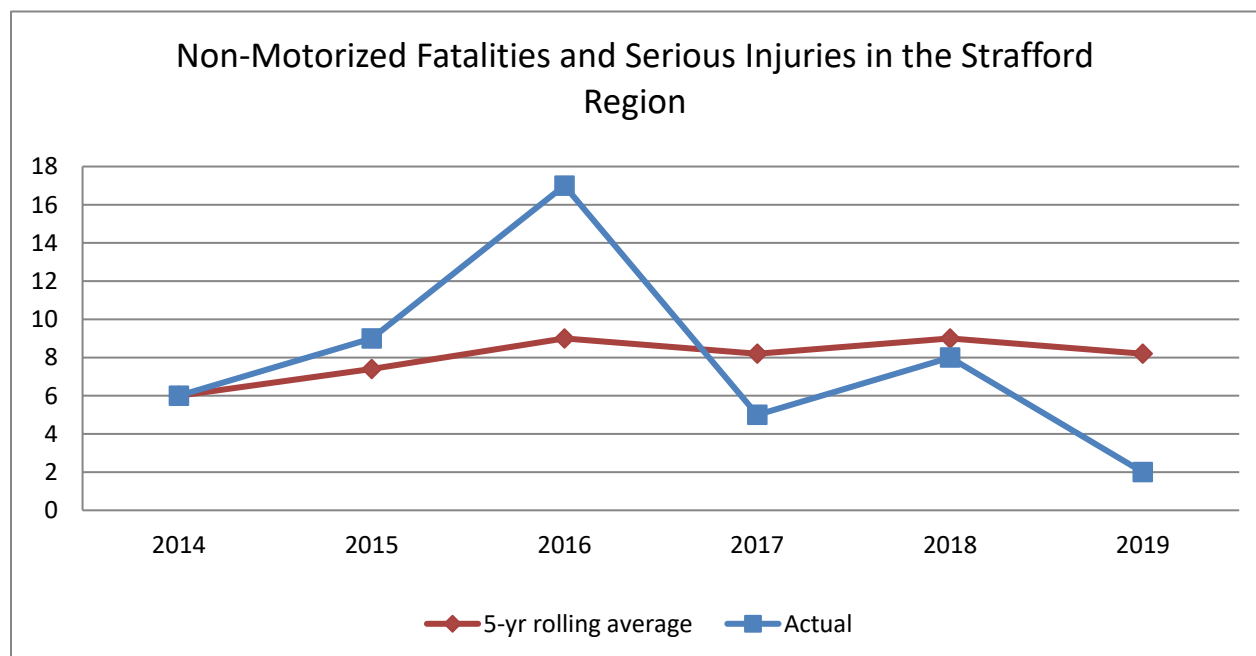
Number of Non-Motorized Fatalities and Serious Injuries

The non-motorized fatalities and serious injuries measure is the sum of the individuals who were killed or seriously injured while outside of a motor vehicle. This measure includes pedestrians and bicyclists.

As with most crashes, the locations for non-motorized crashes are random. SRPC has seen anywhere from 0-33% of the statewide non-motorized fatalities and anywhere from 6-37% of the serious injuries since 2007. In 2016, SRPC had 3 non-motorized fatalities (21% of the state total that year), and 6 serious injuries (12% of the state total). In 2019, SRPC had 0 non-motorized fatalities and 2 (of the 30 statewide) serious injuries.

Due to the wild fluctuation in these numbers, SRPC will support the state on this measure.

Year	Fatalities		Serious Injuries		Fatalities + Serious Injuries	
	State	SRPC	State	SRPC	State	SRPC
2012	10.2	1.8	40	5.4	50.2	7.2
2013	11.8	1.2	40.2	5.2	52	6.4
2014	13	1.2	40.4	4.8	53.4	6
2015	14	1.8	44.4	5.6	58.4	7.4
2016	16.2	2	43.4	7	59.6	9
2017	17.2	2.2	41.6	6	58.8	8.2
2018	16	2	40.4	7	56.4	9
2019	10	0	30	2	40	2



Emerging Trends

Notable emerging trends are on the horizon that have not yet been considered in the proposed 2020 targets contained herein, but may affect future safety performance and warrant monitoring. These include the following:

- Adult seatbelt legislation: New Hampshire remains the only state without an adult seatbelt law. Efforts to once again attempt passage of an adult seatbelt law in the 2020 NH legislative session were unsuccessful. Passage of such a law could be expected to improve safety performance.
- Marijuana legalization: Recreational marijuana is not yet legal in New Hampshire, but is legal in New Hampshire's three abutting states and the Province of Quebec. Legalization efforts continue in New Hampshire annually. Legalization of marijuana in New Hampshire could be expected to worsen safety performance, as has been seen in other states.
- Opioid addiction: Impaired driving continues to be a principal contributor to fatal and serious injury crashes. The ongoing opioid crisis within New Hampshire and the Northeast will continue to pose a hazard to highway safety and can be expected to worsen safety performance.
- COVID-19 Pandemic: The full scale of impacts from the 2020 pandemic cannot be fully determined yet. The massive economic downturn resulted in much lower VMT, but the number of crashes did not decrease significantly.

Summary

SRPC will support the state for all five safety performance measures for 2021. In supporting the state targets, SRPC will work to achieve the following benchmarks for the Strafford MPO area:

- keep fatalities at or below 11% of the state total (approximately 13.2 fatalities);
- keep serious injuries at or below 11% of the state's total (approximately 50.2 serious injuries);
- and non-motorized fatalities and serious injuries should stay at or below 13% of the state's total (approximately 7 fatalities or serious injuries).

As the MPOs and NHDOT adapt to a performance-based approach, measures and targets will be more fully integrated into processes and programs. Safety is a primary goal for the Strafford MPO and staff strive to achieve targets and goals through multiple strategies:

- Conduct regional analysis to identify highway safety hazards and work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the region
- Coordinate with the State and incorporate safety performance measures and targets Metropolitan Transportation Plan and Transportation Improvement Program. This includes more specific description of the anticipated effect of programmed or proposed projects in achieving safety targets and improving safety outcomes
- Collaborate with local and state law enforcement to improve safety data management and access for analysis
- Integrate goals, objectives, performance measures, and targets described in other applicable State transportation safety plans and processes into the MPO planning process
- Work with municipalities, NHDOT, and FHWA to develop comprehensive Local Road Safety Plans that lay out a strategic and proactive approach to improving safety
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality of serious injury (e.g. intersections that have a "Y" shape rather than a "T" shape)