

STRAFFORD

Metropolitan Planning Organization

**Strafford MPO
Technical Advisory Committee
Meeting Minutes
February 2, 2024
Suite 12, 150 Wakefield Street**

1) Introductions

Chair Michelle Mears called the meeting to order at 9:00 a.m.

Members present:

John Mullen, Middleton; Lucy St. John, NHDOT; Wayne Lehman, Lee; Vanessa Price, Barrington; Michael Williams, COAST; Michelle Mears, Somersworth;

Staff present: Colin Lentz, Mark Davie, Rachel Dewey

Members attending on Zoom: Bruce Woodruff, Milton; Steve Pesci, UNH; Katrin Kasper, Lee; Vanessa Partington; Lindsay Butler, Newmarket; Leigh Levine, Chris Jacobs, Milton; Donna Benton, Dover; Kenneth Dickie, Farmington

Guest attending on Zoom: Shannon Aiton

2) Staff attending on Zoom: Megan Taylor-Fetter

3) Community Updates

There were no community updates.

4) Action Items

a) Minutes from January 5, 2024

With a motion from Michael Willimas and a second by Wayne Lehman to approve the minutes of August 4, 2023, the motion passed with all in favor. L. St John and Chris Jacobs abstained.

b) Set Regional Traffic Safety Targets-how to make them more effective in planning?

C. Lentz stated SRPC needs to set new highway safety performance targets for 2024. In all other previous target-setting rounds, SRPC has opted to support the



targets established by NHDOT. This was primarily due to the highly variable nature of crashes across the region and the lack of detailed, consistent, and accurate crash data. In previous rounds, SRPC has calculated a regional "share" of crashes to illustrate a regional benchmark.

In 2024, all the factors that made setting regional targets challenging are still in place, and supporting the state safety targets is a reasonable but ultimately "safe" approach. However, it does not motivate the additional action required to make significant progress toward the goal of zero fatalities from motor vehicle accidents on public roads. SRPC staff are recommending that committee members consider additional methods for setting regional targets that reflect policy and goals in the Metro Plan, and compel more aggressive progress on safety improvements.

Target setting approaches:

- Continue supporting the state targets and identifying a regional "share" of crashes
- Adopt a policy of setting declining targets (in cases where NHDOT sets flat targets)
- Set targets based on an overall percent reduction by a horizon year?
 - Use interval years for annual target setting and evaluation

Example targets for discussion purposes:

- 75% reduction in the number of fatalities from crashes by 2032
- 50% reduction in the number of serious injuries by 2032
- 100% reduction in the number non-motorized fatalities and serious injuries

Discussion ensued. The group talked about ways to decrease the rate of fatalities; fewer cars on roads, increase multimodal options, decrease speeds, origins closer.

Rachel Dewey joined the conversation and provided data information from the Regional Data Snapshot Map Viewer.

Discussion resumed. The group discussed inconsistencies in official reporting and the need for a standardized reporting system. How effective are tools, strategies, markers? What can be actually done towards the goals and what are the impacts? Scientific and mathematical data and education and enforcement.

Members can play a role in legislation. In New Hampshire we don't have a primary seatbelt law or helmet laws for motorcyclists, speed and human behavior is number one killer. Increase penalties for DUI's?

Michael Williams motioned to approve the performance targets as proposed:

- 75% reduction in the number of fatalities from crashes by 2032
- 50% reduction in the number of serious injuries by 2032

- 100% reduction in the number non-motorized fatalities and serious injuries

Lindsay Butler seconded the motion. All members voted in favor; the motion passed unanimously.

c) Amendment 4 to the 23-26 Transportation Improvement Program

C. Lentz reviewed the amendments made to the 2023-2026 Transportation Improvement Program in Amendment 4.

The group engaged discussed changes to municipal bridges program and how this effects local match.

C. Lentz stated that at their January meeting, the Commissioners directed him to attend the public legislative hearing for the draft Ten Year Plan and request that the UNH fleet replacement project be added back into the Ten Year Plan. C. Letz will be attending a hearing by the House Public Works & Highways Committee on February 14th to do just that. Commissioners and TAC members will have an opportunity to revise/add to the content his testimony between when the House votes on the Ten Year Plan, and when the Senate takes it up.

TAC members supported the Policy Committee's decision on C. Lentz's testimony.

S. Pesci motioned to accept Amendment 4 to the transportation Program seconded by M. Williams. All members voted in favor; the motion passed unanimously.

d) Discussion Items

e) Review candidate long-range projects for engineering analysis

C. Lentz updated the group and stated he had the first meeting with engineering consultant. They looked at seven projects in the priority list. Some projects may be ready for immediate analysis.

f) Other Business

Steve P. stated that bill 1445 in the house would have added rules and restrictions to electric bikes, scooters which would have prohibited electric bikes on rail trails.. The transportation committee voted 19-0 to inexpedient to legislature.

g) Citizens Forum

There were no citizens present.

h) Adjourn

1010: W. Lehman motioned to adjourn seconded by M. Williams. All in favor. The meeting concluded at 9:55 A.M.