

**Strafford Metropolitan Planning Organization  
 Technical Advisory Committee Meeting  
 Friday September 6, 2024 from 9:00am - 10:30am  
 Location: Conference Rm 1A, SRPC Office (Remote access via Zoom)**

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

**MEETING LINK:**

<https://us02web.zoom.us/j/83483049101?pwd=RW9oK2xQRzJDbkdoYTVzVzZGNDNhZz09>

**MEETING ID:** 834 8304 9101

**TELEPHONE-ONLY ACCESS:** +1 646 558 8656

These instructions have also been provided at [www.strafford.org](http://www.strafford.org). If anybody is unable to access the meeting, please email [mtaylorfetter@strafford.org](mailto:mtaylorfetter@strafford.org) or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
<b>1. Introductions</b>	5 mins	
<b>2. Community Updates</b>	5 mins	Round table discussion
<b>3. Action Items</b> a. Minutes from June 7, 2024 b. Nominations for TAC officers	10 mins	See meeting packet.
<b>4. Discussion Items</b> Meeting with VHB to review development of Regional Safety Action Plan (Safe Streets & Roads for All)	40 mins	See meeting memo
<b>5. Other Business</b>		
<b>6. Citizen's Forum</b>		
<b>7. Adjourn</b>		

Reasonable accommodation for people with disabilities is available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing 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 [srpc@strafford.org](mailto:srpc@strafford.org).



## **RULES OF PROCEDURE**

### Strafford Regional Planning Commission Meeting Etiquette

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Be present at the scheduled start of the meeting.

Be respectful of and open to 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 when speaking.

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.



**Memo – Meeting agenda item preview**  
**Technical Advisory Committee**  
**September 2024**

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**Officer Nominations**

Michelle Mears and Michael Williams have volunteered to continue in their roles as Chair and Vice Chair (respectively). Other nominations are welcome at the meeting; a vote on nominations will take place at the October meeting.

**Safe Streets and Roads for All**

New Hampshire's four MPOs (SNHPC, NRPC, SRPC, and RPC) are collaborating on the development of [Safe Streets and Roads for All](#) (SS4A) Comprehensive Action Plans in each of the four MPO regions. The SS4A Program is a federal initiative established in the Infrastructure Investment and Jobs Act (IIJA) to "address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care." More information about the SS4A Program can be found in the attached SS4A Fact Sheet.

The purpose of an SS4A Comprehensive Safety Action Plan is to "use data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks." Importantly, any project that is funded for implementation (e.g. construction) through the SS4A Program must be included and justified in a Comprehensive Safety Action Plan.

The four MPOs have hired VHB to assist with the development of the Comprehensive Safety Action Plans for each MPO. To date, VHB has conducted extensive data analysis and coordinated a public survey (which had nearly 1,000 responses across southern and southeastern New Hampshire) to help inform the development of the plans.

At the meeting, we will be joined by Frank Koczalka from VHB. Frank will provide an overview of the work completed and public feedback received to date. It will also provide an opportunity for members to advise on the local safety concerns and needs that should be reflected in the region's Comprehensive Safety Action Plan. To that end, we ask TAC members to consider the following questions which will be discussed at the meeting:

- What are the most significant transportation safety risks or concerns facing your community?
- What strategies or projects would be most beneficial to address the transportation safety risks facing your community

**Strafford Metropolitan Planning Organization**

**Technical Advisory Committee Meeting**

**Friday June 7, 2024 from 9:00am - 10:30am**

**Location: Conference Rm 1A, SRPC Office (Remote access via Zoom)**

**1. Introductions**

M. Mears called the meeting to order and asked for introductions.

**Members present:** John Mullen, Middleton; Michelle Mears, Somersworth; Wayne Lehman, Lee; Gretchen Young, Rochester; Marshall Goldberg, Brookfield; Vanessa Price, Barrington; Lucy St. John, NHDOT; Jill Semprini, Dover

**Members attending on Zoom:** Donna Benton, Dover; Jack Wade, NHDES; Leigh Levine, FHA;

**Staff Present:** Stephen Geis, Colin Lentz

Staff attending on Zoom: Lisa Murphy, Rachel Dewey, Megan Taylor-Fetter

**2. Community Updates**

There were no community updates.

**3. Action Item: Minutes from February 2, 2024**

W. Lehman motioned to approve the minutes of February 2, 2024 as written seconded by V. Price. All members voted in favor. Motion passed with a unanimous vote in favor.

**4. Discussion Items: Demonstration of TomTom traffic data for local level traffic analysis.**

Stephen Geis presented a demonstration of TomTom and the analyses we can conduct for communities. SRPC has recently received access to TomTom's Origin/Destination Data. This data is generated by combining survey vehicle data, GPS traces, community input, governmental sources, and vehicle sensor data. The data collected has been verified by NHDOT to be highly accurate due to its high sample size. A great use SRPC has found for TomTom is for "road-based behavioral data" using origin/destination information. We see this type of analysis having great planning applications from resiliency to economic development. This tool allows us to select any segment of roadway or intersection and see where road segments trips are originating from and ending upon passing through a segment of road or intersection.

The TomTom data has also given us greater insight into vehicle speeds in the region. This has been particularly important as we have only been able to collect speed data for one week a year with our tube or radar counters, so this allows us to analyze the year-round traffic trends. This data could help assist local planning, engineer or DPW departments to adjust roadway designs to constrain speeding.



## **5. Project Updates**

### **a. Metro Plan project development**

C. Lentz stated we have received a phase one report from BETA Engineer for the 7 projects. We will send the report to the communities for review and future discussion for the next step for the project development. The goal is to continue to work with an engineer to develop projects for the long-range plan. Will have additional funding for engineering projects.

### **b. Safe Streets and Roads for All**

C. Lentz stated that the 4 MPO's received grants to create safety plans for each of the 4 regions. VHB is hired as consultant to make the plans eligible for Safe Street For All funding.

## **6. Other Business**

C. Lentz reminded everyone about the upcoming Annual Luncheon.

M. Mears stated she heard the sad news about Tom Crosby.

## **7. Citizen's Forum**

There were no citizens comments

## **8. Adjourn**

Following a motion and a second and a unanimous vote in favor, the meeting adjourned at 10:00AM.



# Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

## Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



## Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



## Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

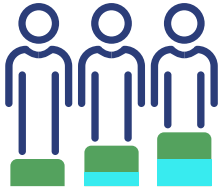


## Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



# Safe Streets and Roads for All Action Plan Components



## Equity Considerations

Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



## Policy and Process Changes

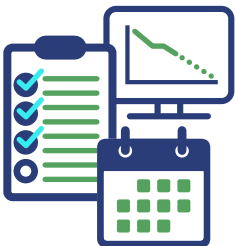
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



## Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



## Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

