

STRAFFORD

Regional Planning Commission

**Strafford Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 Friday February 6, 2026 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.straffordrpcnh.gov. If anybody is unable to access the meeting, please email mtaylorfetter@straffordrpcnh.gov or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
1. Introductions	9:00-9:05	
2. Community Updates	9:05 - 9:15	Round table discussion
3. Information & Discussion Items a. NHDES programs and funding opportunities b. Rec Trails Grants c. Review of Regional Master Plan outreach and draft themes	9:15 – 9:45	Presentation to be made at meeting
4. Action Items a. Minutes from November 7, 2025 b. Regional Transportation Safety Performance Targets	9:45 – 10:30	See materials in memo and packet
5. Other Business		
6. Adjourn		

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@straffordrpcnh.gov.



RULES OF PROCEDURE

Strafford Regional Planning Commission Meeting Etiquette

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.



STRAFFORD

Regional Planning Commission

DATE: February 6, 2026

TO: SRPC Technical Advisory Committee

FROM: Colin Lentz, Transportation Planner

RE: February 2026 Meeting Discussion Items & Upcoming Meeting Schedule

Information & Discussion Items:

- NHDES staff will present information about open and upcoming funding opportunities.
- SRPC staff will present information about the upcoming statewide [Recreation Trails grant](#) opportunity hosted by DNCR.

Forward Thinking Regional Comprehensive Plan Update

SRPC staff have completed the outreach phase of the regional comprehensive plan update occurring through 2025-26. The transportation chapter of the plan will coexist as SRPC’s newest long-range or Metropolitan Transportation Plan, one of the required plans under SRPC’s federal designation. Staff will be reviewing the initial transportation findings, organized by the following themes or topics:

- Alternatives to driving
- Trails
- Housing Impacts on transportation
- Equity
- Safety
- State of good repair

Action Item: Regional Transportation Safety Performance Targets

Federal law requires SRPC to set performance targets for transportation safety on all public highways in the region. The targets proposed in the draft report below represent desired incremental progress toward the goal of zero fatalities and serious injuries on NH roadways.

Action requested: vote on the proposed 2026 safety targets

Draft Schedule of Upcoming Meetings (subject to change)

Monthly Meetings: 1st Friday of the month, 9-10:30 AM, SRPC Office, Conf. Room 1A

Quarterly Field Trips: Thursdays, 3:45-5:30 PM, in Sept., Dec., Feb., and Jun.

Date	Location	Tentative Agenda Items
Fri. March 6, 2026 9-10:30 AM	SRPC	To be determined



**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
Friday November 7, 2025 from 9:00am - 10:30am**

1. Introductions

John Mullen, Middleton; Marshall Goldberg, Brookfield; Michelle Mears, Somersworth; Michael Williams, COAST; Lindsey Butler, Newmarket; Gretchen Young, Rochester

Staff: Rachel Dewey, Stephen Geis. Colin Lentz

Zoom: William Watson, NHDOT; Mac Bevier, NHDES; Donna Benton, Dover; And staffers Jen Czysz and Mark Davie

2. Community Update

M. Williams shared that even with COAST's reduced services, October had the highest ridership in 6 or 7 years.

G. Young encouraged everyone to visit the Art Gallery in the Community Center.

3. Action Items

a. Minutes from October 3, 2025

M. Williams motioned to approve the October 3, 2025 minutes as written seconded by J. Mullen. The motion passed with all members voting unanimously in favor.

4. Discussion Items

a. 2025 Data collection roundup

Stephen Geis provided a detailed summary of the data collection from the past summer:

- 161 Traffic Counts in 15 Communities
- 5 Bicycle Counts in 4 Communities
- 2 Turning Movement Counts (Milton and Northwood)
- 37 Miles of RSAMS in New Durham
- \$1,886,745 budgeted over 10 years for Brookfield RSMSd
- 525 Culverts located for future assessment in New Durham
- 2 Parking Studies with over 4,300 cars counted
- 1 Sidewalk Audit

The group discussed the data collection processes, using AI in the future, and how DOT processes and uses the data.



S. Geis highlighted the tools and methods used for traffic data collection, including radar, Leetron, TomTom, and pneumatic tubes.

M. Davie presented an overview of recent bicycle and pedestrian data collection.

He stated that 5 counts were conducted across 4 communities. These counts follow a standard three-year summer rotation, with occasional winter counts performed under special circumstances.

Turning Movement Counts & RSMS

S. Geis reported two turning movement counts completed in Northwood and Milton. He noted that SRPC conducted an RSMS survey in New Durham.

R. Dewey shared findings from parking studies conducted last summer in Somersworth and Newmarket, as well as data from a sidewalk audit in Milton. She discussed funding sources for these initiatives, including AARPC's Community Grant Program, UPW, and local town funding.

The group discussed bicycle safety requirements and emerging issues related to e-bikes

b. Local data collection needs in 2026 –

C. Lentz reported that SRPC will hire an additional intern in the spring to support data collection during the 2026 season. Colin asked what data collection needs do your communities anticipate in the coming year?

Some examples discussed:

- Traffic counts (tubes, radar counts)
- Bike/pedestrian counts
- Analysis of TomTom data (long-term analysis of speed, volume, etc.)
- Custom parking studies
- Sidewalk assessments & pedestrian "level-of-traffic-stress" analysis
- Walkability audits

C. Lentz stated that SRPC is organizing an MPO community forum on January 16, 2026 and has reached out to representatives. The forum will center on transportation, finance, housing, He would like to hear from Commissioners and TAC members on the needs and priorities of their communities.

5. Other Business

There was no other business

6. Adjourn

Following a motion and a second to adjourn and a unanimous vote in favor, the meeting adjourned at 10:20AM

Strafford Regional Planning Commission Proposed 2026 Highway Safety Performance Targets

February 6, 2026

Background

Federal regulations require states and Metropolitan Planning Organizations (MPOs) to track five performance measures focused on highway safety. “Highway” doesn’t just mean large highways like NH16; these measures apply to all public roads. Each year, States and MPOs must set targets for each measure toward reducing crashes that kill and seriously injure people. The New Hampshire Dept. of Transportation (NHDOT) sets their targets in August, followed by the MPOs within 180 days. Targets are incorporated into major documents such as the Metropolitan Transportation Plan, to inform project development and prioritization. Below are the data and targets for set by Strafford Regional Planning Commission (SRPC) for the five federally required highway safety measures:

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 come from three sources:

- Fatality Analysis Reporting System (FARS): FARS Annual Report File or Final data are 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 are 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 are 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.



The process for collecting and analyzing crash data is lengthy and complex, and it has an impact on the target setting timeline. Crashes are responded to and reported on by local police officers; most crash reports in NH are submitted on paper forms that must be entered into the state database. All crash reports are due to NHDOS by the end of each calendar year. As noted elsewhere in this report, if a person dies as a result of crash-related injuries within 30 days of the crash, an updated crash report must be resubmitted. Additionally, crashes that are under investigation or involved in lawsuits cannot be included in the database/shared out of NHDOS, so there are delays there as well. These delays can take far longer to resolve. This lag in data access means that NHDOT does not have complete crash data to calculate their performance from the previous year until late spring/early summer. Calendar year 2024 is the most recent complete year of crash data that has been reviewed and compiled. MPOs are also required to set targets for the same calendar year as NHDOT.

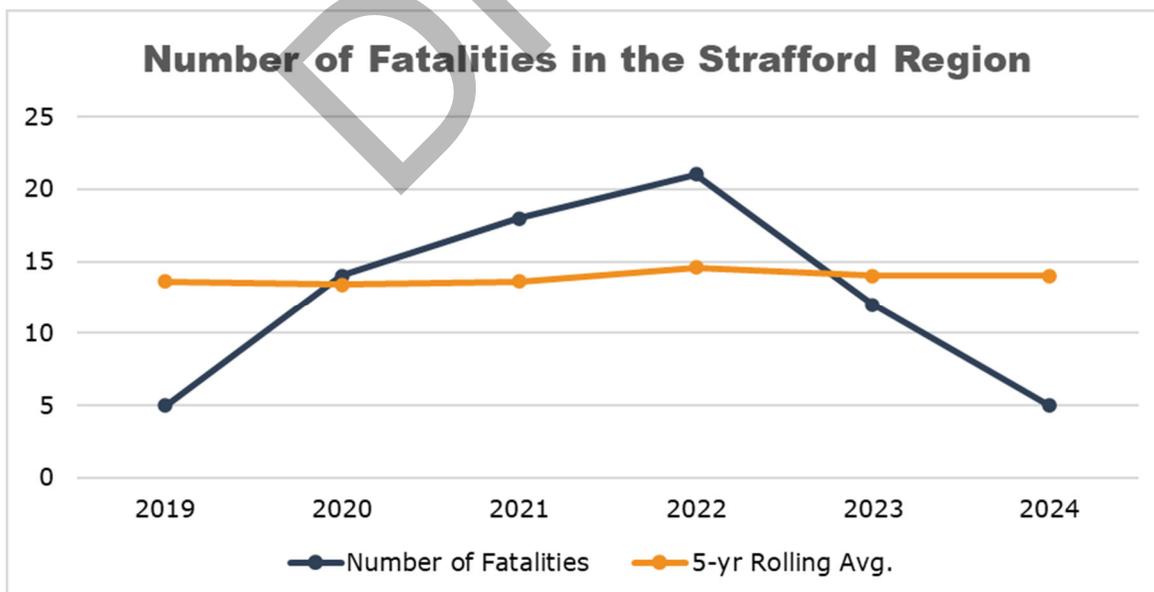
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Current Safety Data

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 by accounting 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. In 2019, the region saw a significant decrease in fatalities, down to 5. The 2019 number is no longer included in the 5-year average, but thankfully, 2024 saw a low number of crashes, which will pull the average down after a high of 21 fatalities in 2022. There is sometimes a delay in receiving crash data; if a person dies within 30 days of a crash because of injuries sustained in a crash, that crash is recorded as a fatality.

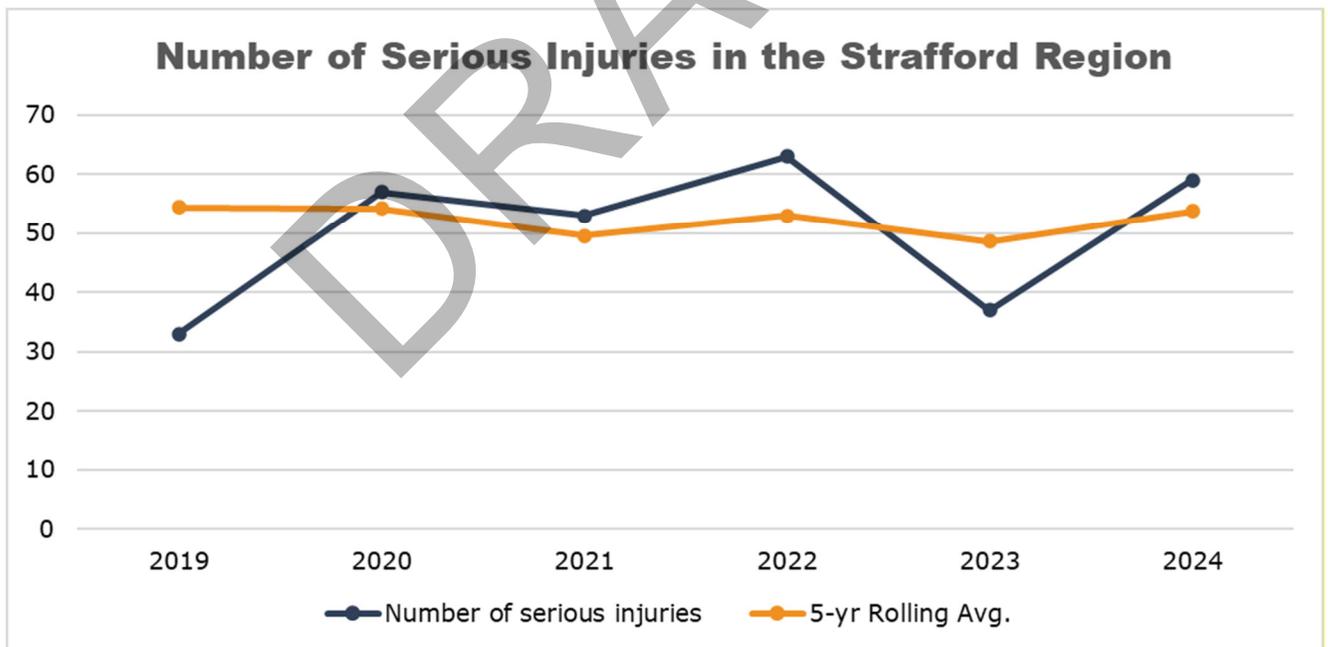
Fatality Data				
	State		SRPC	
Year	Fatalities	5-year average	Fatalities	5-year average
2019	101	120	5	13.6
2020	104	118	14	13.4
2021	118	114.4	18	13.6
2022	146	123.2	21	14.6
2023	127	119.2	12	14
2024	135	126	5	14



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 incapacitates the injured person. These include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconsciousness, and any inability to leave the scene without assistance. Like the number of fatalities, the number of serious injuries is presented as a 5-year rolling average to account for outlier years.

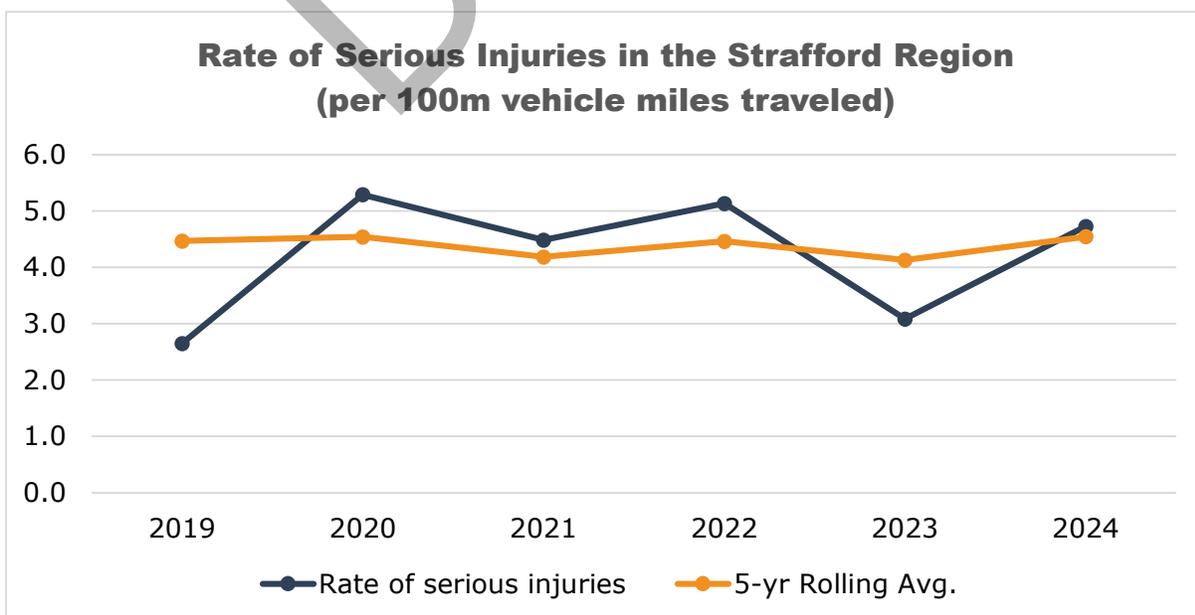
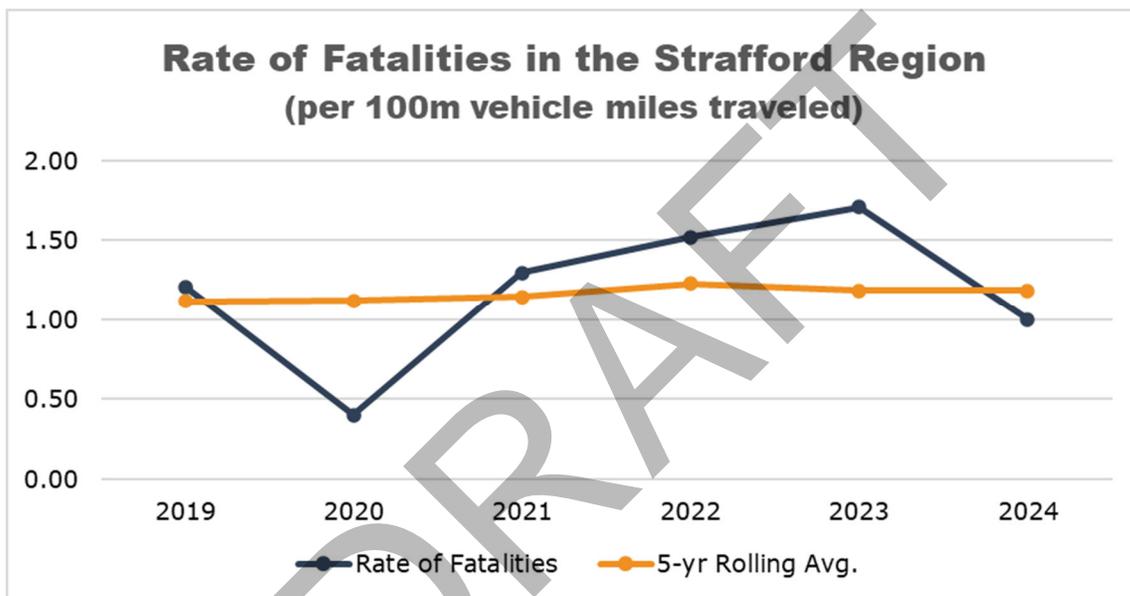
Serious Injury Data				
Year	State		SRPC	
	Serious Injuries	5-year average	Serious Injuries	5-year average
2019	485	456.4	33	54.4
2020	504	465.4	57	54.2
2021	482	466.4	53	49.6
2022	594	503.2	63	53
2023	635	540	37	48.6
2024	615	566	59	53.8



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). 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 because on average, the region's share of the state's fatalities and serious injuries (~11%) is higher than the share of the VMT (~9%).

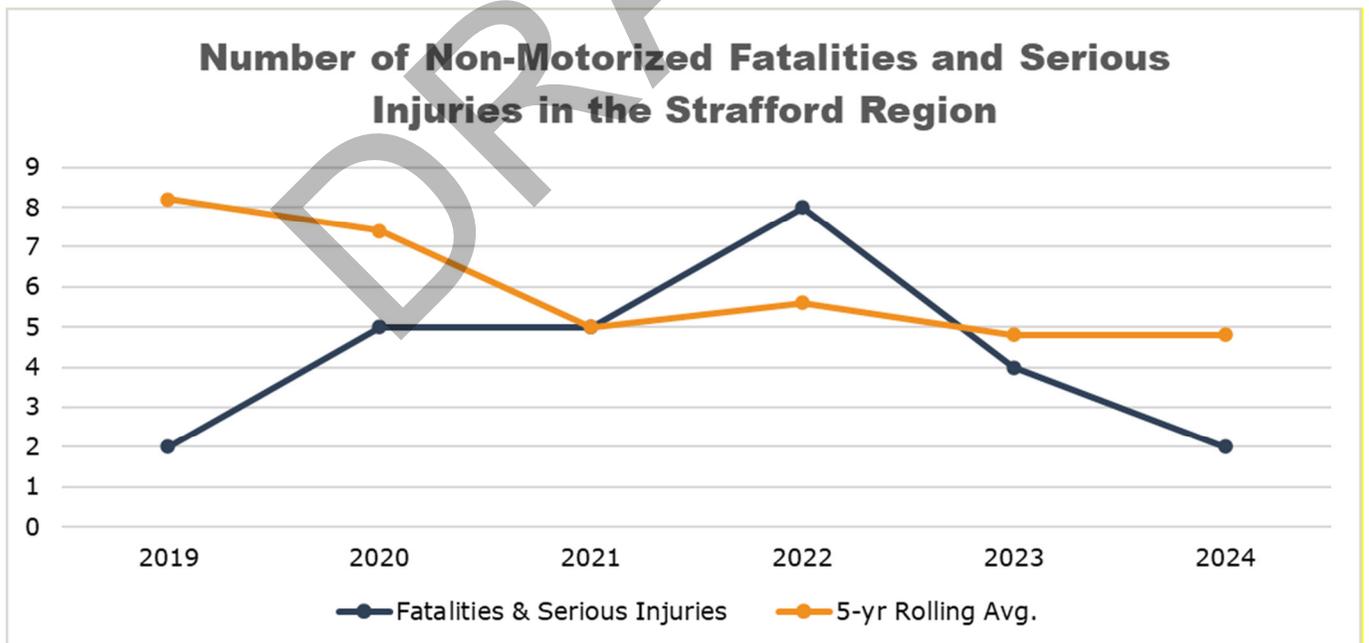


Number of Non-Motorized Fatalities and Serious Injuries

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 primarily concerns pedestrians and cyclists.

As with most crashes, the locations for non-motorized crashes are random and highly variable. 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 2019, SRPC had 0 non-motorized fatalities and 2 serious injuries (7% of the state total). In 2022, figures spiked, with 5 serious injuries and 3 fatalities. It is often difficult to identify a specific cause for year-to-year changes.

Non-Motorized User Fatality & Serious Injury Data				
	State		SRPC	
Year	Serious Injuries	Fatalities	Serious Injuries	Fatalities
2019	30	10	2	0
2020	21	10	3	2
2021	28	10	3	2
2022	31	11	5	3
2023	20	11	3	1
2024	9	12	1	2



Progress on Target Achievement

In February 2025, SRPC set 1-year targets as well as 10-year targets. The table below shows each target and the region’s progress toward each. “Positive” indicates progress in achieving targets.

Performance Measure	2025 1-year target	2026 1-year target	1-yr Progress	10-year target	10-yr Progress
Number of Fatalities	12.3	11.4	Positive	3.5	Flat
Rate of Fatalities	.938 (State)	.974 (State)	Negative (State)	NA	Slightly negative (State)
Number of Serious Injuries	46.57	44.55	Slightly Positive	24.3	Slightly positive
Rate of Serious Injuries	4.298 (State)	4.23 (State)	Positive (State)	NA	Slightly positive (State)
Number of Non-Motorized Fatalities and Serious Injuries	4	3.6	Positive	0	Positive

Target Development

States establish highway safety targets and report them for the upcoming calendar year in the Highway Safety Improvement Program (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 state has the option to also establish separate targets for urbanized areas and a non-urbanized area target for the purposes of evaluating and reporting measures.

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 as the four MPOs in the state. Five performance measure trends were established based on crash and volume data. Five-year rolling averages were developed from these values and utilized to project trends used to set targets for 2026.

State Targets Summary

STATE Safety Performance Measures and Targets Summary								
		2020	2021	2022	2023	2024	2025	2026
Fatalities	Target	118.8	120	117.8	111.6	120.0	121.1	127.4
	5-yr Ave	118.0	114.4	123.2	119.2	126.0	---	
Fatality Rate	Target	0.884	.884	.874	.857	.919	.938	.974
	5-yr Ave	8.842	8.621	9.271	9.044	9.530	---	
Serious Injuries	Target	465.4	456.4	465.4	466.4	509.6	554.5	553.5
	5-yr Ave	465.4	466.4	503.2	540	566	---	
Serious Injury Rate	Target	3.5	3.3	3.5	3.5	3.877	4.298	4.237
	5-yr Ave	34.8	35.1	37.9	49.2	49.2	---	
Non-motorized fatalities + serious injuries	Target	42	45.9	38.0	37.0	39.4	33.4	37.9
	5-yr Ave	39	42	37	36	31	---	

MPO Target Development

SRPC's target setting approach is based on the goal of achieving zero crashes that kill or seriously injure people. That goal is aspirational and will be very difficult to reach, but SRPC's approach reflects long-term reductions in crashes. The targets play a role in what projects are prioritized and funded in the Metropolitan Transportation Plan. Annual targets are set according to a long-term numeric goal for crash reduction.

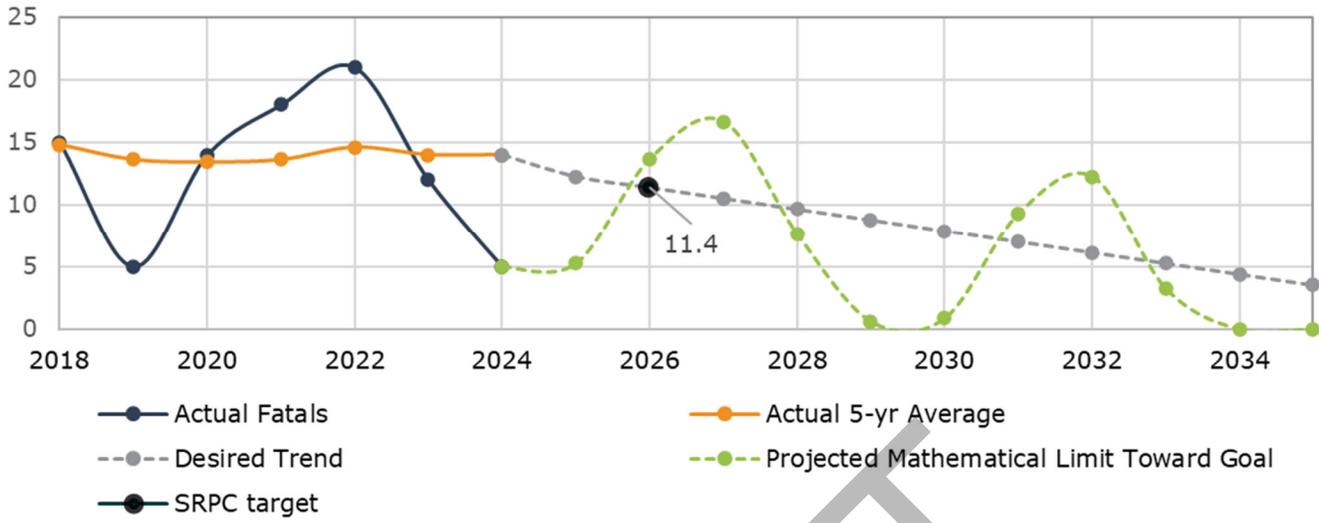
Long-term, aspirational goals to be used for annual target setting:

- 75% reduction in the number of fatalities by 2035
- 50% reduction in the number of serious injuries by 2035
- 100% reduction in the number non-motorized fatalities and serious injuries by 2035

These long-term goals are combined with five-year rolling averages to calculate a maximum limit of fatalities or serious injuries in successive years and still make progress toward the long-term target. This approach and the targets described below are included in SRPC's Metropolitan Transportation Plan and its future Regional Safety Action Plan.

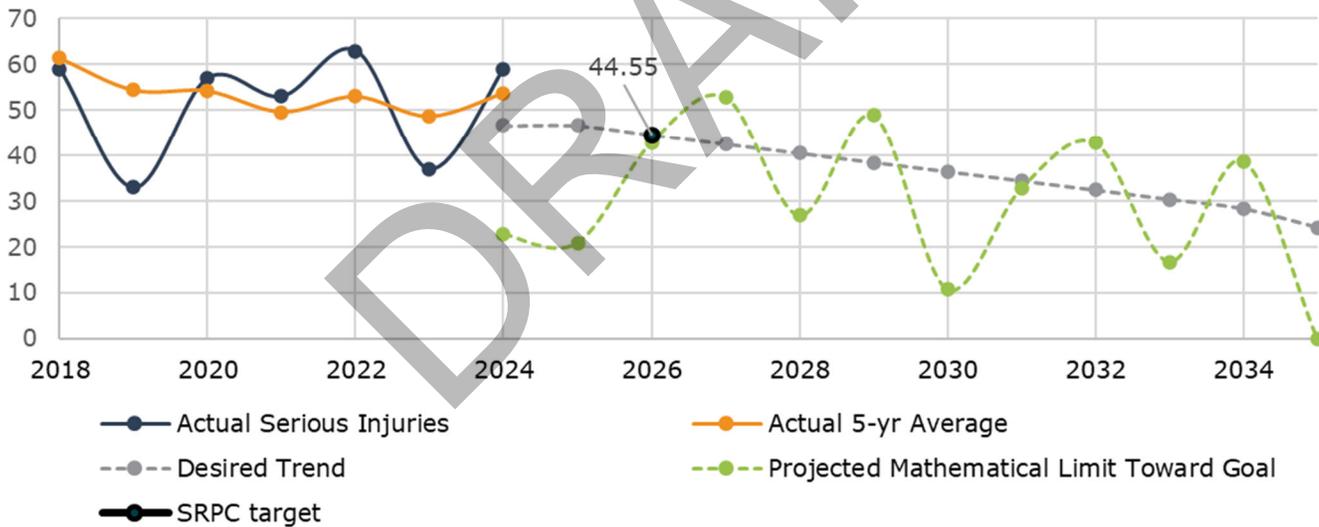
This alternative approach does not apply to the targets for the rate of fatalities and serious injuries. SRPC will continue to support the state targets for the rates of fatalities and serious injuries. This is primarily for mathematical reasons. On average, the Strafford region generally accounts for 11% of fatal crashes and 9% of VMT compared to statewide totals. Other regions, and the state as a whole, generally have higher VMT than fatal crashes. This means the Strafford region will always have proportionately higher rates of fatalities and serious injuries than the state as a whole. SRPC does not wish to set numeric targets that are higher than the targets that the state has set.

Long-term Targets for Fatalities in the Strafford Region

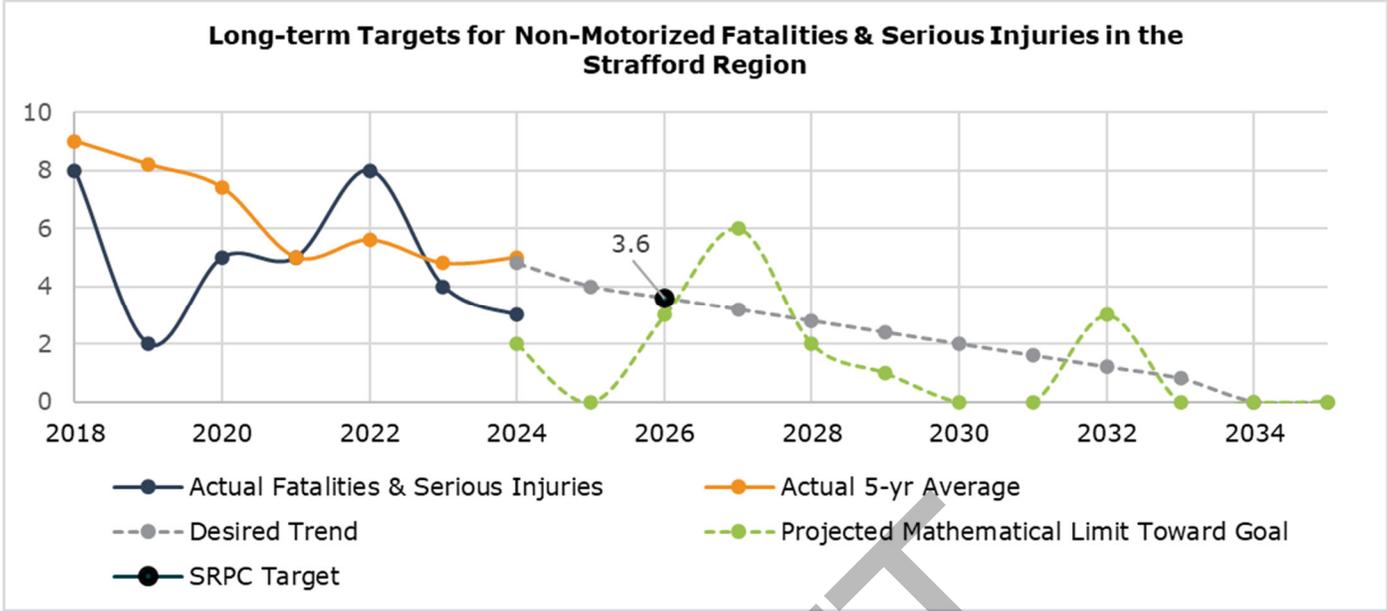


14 is the maximum number of fatalities that can occur in the Strafford region in 2026 and make progress toward achieving a 75% reduction in fatalities by 2035.

Long-term Targets for Serious Injuries in the Strafford Region



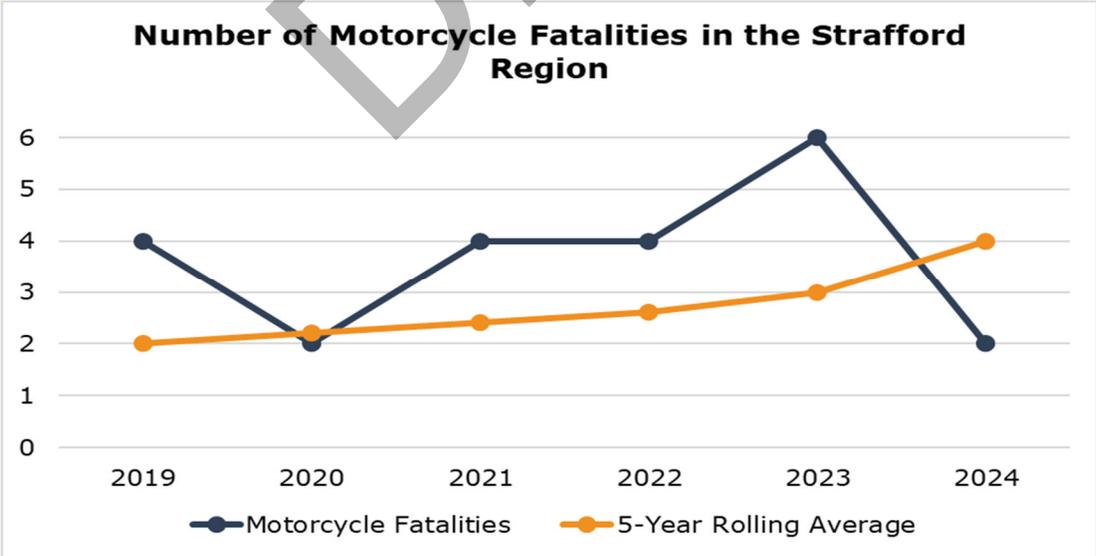
43 is the maximum number of serious injuries that can occur in the Strafford region in 2026 and make progress toward achieving a 50% reduction in serious injuries by 2035.



3.6 is the maximum number of non-motorized fatalities and serious injuries that can occur in the Strafford region in 2026 and make progress toward achieving a 100% reduction in non-motorized fatalities and serious injuries by 2035.

Supplemental Measure: Motorcycle Fatalities

Motorcycles are popular in NH, so SRPC tracks the number of motorcyclists killed on public roads. This is not required by federal law, so motorcycle fatalities are supplemental data. Motorcyclists deserve consideration as vulnerable users because they lack the protective shell of a vehicle.



SRPC Safety Performance Measures and Targets Summary								
		2020	2021	2022	2023	2024	2025	2026
Fatalities	Target	14	13.2	13	13	12.4	12.3	11.4
	5-yr Ave	13.4	13.6	14.6	14.0	14	---	---
Fatality Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	1.110	1.15	1.23	1.18	.93	---	---
Serious Injuries	Target	51	50.2	50.2	59	49.9	46.57	44.55
	5-yr Ave	54.2	49.6	53	48.6	53.8	---	---
Serious Injury Rate	Target	State	State	State	State	State	State	State
	5-yr Ave	4.5	4.1	4.4	4.0	4.5	---	---
Non-motorized fatalities + serious injuries	Target	7.4	6.9	7.4	6	4	4	3.6
	5-yr Ave	7.4	5	5.6	4.8	5	---	---

Relevant Trends

There are several notable issues and trends that may affect future safety performance and warrant monitoring:

- State revenues dedicated to transportation improvement are not keeping pace with the cost of infrastructure implementation. New Hampshire's state gas tax has not been revised since 2014 and turnpike toll rates have not been raised since 2007. This is affecting New Hampshire's capacity to program and construct highway safety improvements. Without legislative action and support from the Governor's office for additional revenue generation, state and regional safety performance will fall short of targets.
- New Hampshire remains the only state without an adult seatbelt law. Past legislative efforts to introduce a primary seatbelt law have all failed but could be expected to improve safety performance. New Hampshire also does not require motorcyclists to wear a helmet.
- 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 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.
- Downtown revitalization is an opportunity to reduce speeds that decrease safety for all, and improve infrastructure to protect non-motorized users.

Collaboration with maintenance staff will be required to ensure winter maintenance is not impacted.

Summary and Attainment Objectives

SRPC sets unique regional safety targets for the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries. These targets are based on working toward zero crashes that kill and seriously injury people on all public roads. This is an ambitious but necessary approach to reducing the number of people killed and seriously injured on public roads reflects SRPC regional transportation goals. SRPC will continue to support the state targets for the rate of fatalities and serious injuries.

Regional Safety Action Plan – Regional Emphasis Areas

In June of 2025, SRPC published a Regional Safety Action Plan developed through a grant from the Safe Streets and Roads for All program. The plan was written by VHB with detailed analysis for the region’s primary safety challenges. The icons below show emphasis areas that were factors in crashes resulting in fatalities, and serious injuries. The plan includes recommended safety countermeasures which address these emphasis areas.



Roadway departure



Speeding and aggressive driving



Occupant protection (seat belt usage)



Impaired driving



Vulnerable motorized users (motorcycles and mopeds)



Vulnerable non-motorized users (pedestrians and bicyclists)

State Coordination and Advocacy

SRPC regularly collaborates with staff from the Safety Section at NHDOT on statewide safety policy and projects. At the start of 2026, SRPC staff provided input on updates to the Highway Safety Improvement Program manual.

Other Objectives and Strategies

There are multiple broader strategies and actions that SRPC staff can take to achieve safety targets and long-term goals. SRPC will also take advantage of any emerging resources and opportunities to improve safety in New Hampshire. Below are descriptions of ongoing work done by state agencies, SRPC staff and committee members.

- Continue collaborating with vulnerable road users and advocates to understand how to improve street designs and increase safety for pedestrians and bicyclists.
- 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. Many such locations could be prime candidates for Road Safety Audits.
- Coordinate with state agencies to incorporate safety performance measures and targets into the 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 understand the justice system's role in deterring driver behavior that contributes to crashes that cause fatalities and serious injuries.
- Integrate applicable goals, objectives, performance measures, and targets described in other state transportation safety plans and processes into the MPO planning process.
- Conduct more detailed analysis of road geometry to identify hazards before they result in a fatality or serious injury (e.g. intersections that have a "Y" shape rather than a "T" shape).

In 2026 New Hampshire Departments of Transportation and Safety will be implementing a statewide online crash data and analysis platform. Strafford RPC will have access to the platform and be able to analyze crashes and casual factors with more detail.