

NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – December 21, 2022 @ 7:00 P.M.

WHERE: NRPC Conference Room, 30 Temple Street, Suite 310, Nashua, NH. If you are unable to attend in-person, you may participate remotely using the link below:
<https://us02web.zoom.us/j/85101026233>

AGENDA

7:00 pm - Call to Order

1. Welcome and Introductions (7:00)
2. Privilege of the Floor (7:05)
3. Approval of Minutes – September 21, 2022 (**action required**) (7:10)
4. Nominations to Nashua Regional Planning Commission Foundation Board (7:15)
5. Presentation – Vince Noga, Transportation Planner, NRPC Traffic Counting Program (7:20)
6. MPO Policy Committee (7:40)
 - a) 2023 Highway Performance Safety Targets. Adoption of the proposed 2023 Highway Performance Safety Targets (**action Required**)
 - b) CMAQ Project Solicitation
 - c) Transportation Project Updates
7. General Updates: (8:10)
 - a) Revision of the Statement of Strategy
 - b) NRPC Regional Housing Needs Assessment
8. Commissioners Roundtable (8:30)
9. Adjourn (9:00)

Next NRPC Commission Meeting: Wednesday, February 15, 2022



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
September 21, 2022**

Held in-person and via Zoom, an in-person quorum was present

Members Present:

Jason Hennessey, Amherst
Will Ludt, Amherst (via Zoom)
Danielle Pray, Amherst (via Zoom)
Venu Rao, Hollis
James Battis, Hudson (Treasurer)
Brett Gagnon, Hudson (via Zoom)
Ralph Boehm, Litchfield
Kim Queenan, Litchfield (Vice Chair)
Charlie Post, Lyndeborough

Tim Tenhave, Merrimack (Chair)
Chris Costantino, Milford (via Zoom)
Janet Langdell, Milford (via Zoom)
Tim Berry, Mont Vernon
Camille Correa, City of Nashua
Jaie Bergeron, Pelham
Peter Howd, Wilton

Others Present:

Andrew Dorsett, NH Dept. of Business &
Economic Affairs
Justin Rosamilio, NH Dept. of Business &
Economic Affairs
Sarah Wrightsman, NH Housing

Staff Present:

Jay Minkarah, Executive Director
Camille Pattison, Assistant Director
Kristin Wardner, Administrative Assistant

1. Welcome and Introductions

Tenhave opened the meeting at 7:04 p.m. with introductions.

2. Privilege of the Floor

No members of the public were present to speak.

Tenhave moved agenda item 4 ahead of item 3.

4. Presentation - Sarah Wrightsman, Community Engagement Coordinator, New Hampshire Housing: InvestNH Planning & Zoning Grants

Sarah Wrightsman from New Hampshire Housing gave a presentation on the Planning & Zoning grants available through InvestNH. She explained there are two grant programs, and the objective of the grants is to increase housing supply by changing local land use regulations. The first is the Community Housing Navigator Program which grants to allow municipalities to hire staff to coordinate regulatory change and to conduct community engagement activities. While individual communities can apply, smaller communities can also apply with a joint application coordinated through the RPC. The second program is Housing Opportunity Planning (HOP) Grants which provides municipal grants to hire consultants to work on three phases of local regulatory change and to conduct community engagement activities. Within the latter program there are three different grants for Needs analysis and planning, regulatory audits, and regulatory development.

Berry asked what the policy of the state is to encourage workforce housing and what specifically the Housing Academy is. Wrightsman stated she cannot speak for the state and their goals, but NH Housing sees it as an opportunity for communities to look at their zoning and land use regulations and what steps need to be taken to change zoning. She stated the Housing Academy is training created specifically for municipalities that receive grants from these programs. In response to a question about what outreach has been done about the grant programs, Wrightsman stated although a press release had not been done, there has been outreach through the RPCs and social media. Minkarah asked if towns could use the grant for master plan update process and Wrightsman stated they could potentially be used for the housing portion, however consultants would need to be approved by the program steering committee.

The presentation can be viewed here: https://www.nashuarpc.org/agenda_detail_T30_R294.php

5. Presentation - Andrew Dorsett, Housing Finance Director, Department of Business and Economic Affairs, InvestNH Municipal Demolition Grant and the Municipal Per Unit Grant programs

Andrew Dorsett and Justin Rosamilio from New Hampshire Department of Business and Economic Affairs gave a presentation on the Municipal Demolition Grant and the Municipal Per Unit Grant programs. Rosamilio explained that the Municipal Per Unit Grant is an incentive program offering \$10,000 to municipalities for each unit of new affordable housing they permit. To be eligible, final permits for new affordable housing projects must have been applied for after 2/17/22 and issued within 6 months of application, all local permits must be issued within that time frame, and the project must meet the Affordability Requirements set. The project must include a minimum of 3 affordable units, be affordable to families at or below 80% of the Area Median Income (AMI) and have a planned completion date on or before 5/3/24. Dorsett stated the program will be open until the funds are gone. Gagnon asked/expressed frustration about projects labeled as affordable housing that only have a small percentage of affordable units that get the benefits of such for the overall project. Dorsett explained that if a project is 15 units or less than all the units must be affordable, and that for more than 15 units or \$3million or more, then the number of units is percentage based (20%). He stated that is a policy decision. He also stated that the money communities receive can be used to create green space. In response to questions from Bergeron and Minkarah, Dorsett clarified that workforce or senior housing would not be eligible; that it covers only permits necessary for construction and not certificate of occupancy; and it is possible that manufactured homes would qualify if it met the affordable housing criteria.

Dorsett explained the Municipal Demolition Grant provides funding to municipalities to use for the demolition of vacant and dilapidated buildings. The demolition must positively impact housing availability and must be part of a larger revitalization or greening plan. He reviewed all the requirements and stated it is a reimbursement program with an award cap of \$500,000 per municipality. In response to Minkarah, Dorsett stated a partial demo (i.e., interior demo) could qualify if doing so creates affordable units. In response to Ludt, Dorsett stated he doesn't know of a law that would penalize towns if they did not have a certain ratio of affordable/workforce housing. He said he looking to do several regional meetings and will be presenting at the NHMA conference.

The presentation can be viewed here: https://www.nashuarpc.org/agenda_detail_T30_R294.php

3. Approval of Minutes – June 15, 2022

Battis motioned, with a second from J. Hennessey,

THAT the minutes of June 15, 2022, be approved as amended and placed on file. A roll call vote was conducted. Bergeron abstained.

Amendments:

- Page 5, Mont Vernon update; fix tax rate statement by Berry

The motion **carried**.

6. MPO Policy Committee

a. Vision Zero Resolution

Proposed resolution: It is the policy of the NRPC Commission & MPO to prevent traffic related deaths and significant injuries by emphasizing a systemwide approach to safe mobility for all users.

Minkarah explained that Safe Streets for All grants are federally funded and that communities that have developed a safe streets action plan are eligible to apply to make improvements to their infrastructure, with safety being at the core. You cannot apply unless you have an action plan. He explained NRPC, along with the 3 other MPOs in the state have jointly filed for funding to create action plans for each region and required with that is a commitment towards Vision Zero. He further explained that the MPO is required to adopt performance measures and traditionally fatalities and serious injuries are considered inevitable; The basis of Vision Zero is that fatalities and serious injuries are preventable through a safe systems approach. He stated that although there are less cars on the road post-pandemic, there are more accidents. Pray asked about using “reduce and prevent” in the resolution instead of “prevent” and there was further discussion. It was stated that “prevent” is stronger language and although it is aspirational, it is the goal. The Vision Zero literature in the packet uses the term “eliminate”.

J. Hennessey motioned to “reduce or” before “prevent” in the resolution. The motion failed.

Battis motioned to approve the Vision Zero resolution as follows, with a second from Berry,

THAT it is the policy of the Nashua Regional Planning Commission and Metropolitan Planning Organization to prevent traffic related deaths and significant injuries by emphasizing a systemwide approach to safe mobility for all users.

The motion **carried**.

b. TYP Project Solicitation

Minkarah explained Ten Year Plan (TYP) project proposals were due on August 5th. He stated that each RPC has a funding allocation and projects are vetted by NRPC and submitted to NH DOT and any state or federally funded project must be in the TYP. There were 18 projects received with 14 being bike/ped related. Currently, the projects are being reviewed by NRPC’s on-call engineer team

and then the scoring team will review and score projects. There will be a vote to prioritize projects at the October TTAC meeting, and then they will be submitted to NH DOT for review. Minkarah stated there is not enough funds for all the projects, so not all will move forward in the process. Project summaries and video of the 9/14 TTAC meeting with presentations are available on the NRPC website.

c. Transportation Project Updates

Minkarah stated NRPC staff is in the middle of field work season: traffic counts, turning movement counts, RSMS. In response to Berry, he stated NRPC has not looked into getting a new van yet, but the money is in the budget.

7. General Updates

a. NRPC Regional Housing Needs Assessment

Minkarah stated staff is mid-stream with current regional housing needs assessment. He explained that all RPCs are required to have one and update it every 5 years. The completion target date is December 31st, but the goal is to bring it to the December commission meeting for adoption. He stated the Fair Share Housing Analysis is a key piece of the report and that is being developed at the state level. He stated that the NRPC website has a Housing page with information that will be updated as needed:

https://www.nashuarpc.org/land_use/housing.php

b. Revision of the Statement of Strategy

Tenhaven said the most recent NRPC Statement of Strategy was approved for 2016-2020 so it needs to be updated. He said the hope is to discuss the revision process at the October Executive Committee meeting before bringing it to the full Commission.

c. Staff Changes

Minkarah said NRPC is at full staff right now with recent additions:

- Kate Lafond is back as Finance Director (she left last November)
- Vince Noga – Transportation/Planning Analyst
- Payton Hoyt – Regional Planner
- Donna Marceau – Regional Mobility Manager

8. Commissioners Roundtable

Milford – Langdell stated the Board of Selectmen approved using ARPA funds for the Master Plan update. Planning Board is busy. The Pumpkin Festival is coming up (10/7-9).

Amherst – Pray said the Planning Board has been busy. The state is requiring a focused PFAS investigation and that has started. The town has a Town Planner opening. They are in the final stages of their Master Plan update.

Wilton – Howd stated Planning Board has also been busy. The town's new Land Use Administrator is starting. He said he is a member of SoRLAC (Souhegan River Local Advisory Committee), and they

are working on updating the Souhegan River Corridor Management Plan and thanked Jay for his assistance.

Hollis – Rao stated that Larmouth would like to step down from the commission. Rao stated he is on the town's Energy Committee and explained the energy data collection tool (developed by the EPA) they have been using. Since 2010, the town has become 1/3 more energy efficient with \$1.256 million in savings.

Pelham – Bergeron stated the Master Plan update is in process. The town has hired a new police chief (Chief Anne Perriello).

Litchfield – Queenan stated the CIP is in process. They are redoing impact fees, updating zoning ordinances, and updating three Master plan chapters.

Lyndeborough – Post said Lyndeborough is experiencing growing pains and has engaged NRPC to help with the workload. Their Master Plan update has started – it hasn't been updated in 20 years.

Mont Vernon – Berry stated the town's Master Plan is currently being updated; there was a committee formed earlier this year. He stated the town has a new town administrator and there has been a movement towards changing the BOS to 5 members and changing to SB2 meeting.

Nashua – Correa stated the Transit Center is nearing completion after being under construction for over a year.

Hudson – Battis stated there is a new logistics center proposed at the Green Meadow site with 1 large building. The Planning Board has declared it a project of regional interest.

Merrimack – Tenhave said the town is currently in the CIP process. He said that MVD rates have increased, in part due to PFAS filters that needed to be put on wells. There is an Assistant Planner opening.

9. Adjourn

Motion to adjourn was made by Boehm with a second from Battis, all in favor. The meeting ended at 8:51 p.m.

The next Commission meeting will be held on Wednesday, December 21, 2022, at 7:00 p.m.

Respectfully submitted,
Kristin Wardner, Administrative Assistant

MEMORANDUM

TO: NRPC Commissioners

FROM: Matt Waitkins, MPO Coordinator

SUBJECT: 2023 Highway Safety Performance (PM1) Targets

DATE: December 16th, 2022

Background

On March 15th, 2016 the Federal Highway Administration (FHWA) published the final rule on the Highway Safety Improvement Program (HSIP). The rule required State Departments of Transportation to set targets for Safety Performance (PM1) by August 31st, 2017 for calendar year 2018, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The NRPC, in its role as Metropolitan Planning Organization (MPO) for the Nashua Area, initially adopted statewide targets for 2018 on December 20, 2017. In 2019 the MPO transitioned to the adoption of regional targets developed from crash data for the NRPC area. The Safety Targets are re-set each year and must be approved by the MPO by the end of February for submission to NHDOT.

The targets deal with five 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 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 injury crashes in the state (currently those classified as “A” on the KABCO scale). Crashes can be aggregated at the state, region, community, or highway level.
- ***Highway Performance Monitoring System (HPMS)***: State Vehicle Miles of Travel (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.

Target Development

Safety is U.S. Department of Transportation's top priority, and as part of the National Roadway Safety Strategy, the Department outlines a comprehensive approach to significantly reducing serious injuries and deaths of all road users on our Nation's highways, roads, and streets. FHWA shares the vision that zero fatalities on our Nation's roadways is the only acceptable goal. Additionally, it is the policy of the Nashua MPO to prevent traffic related deaths and significant injuries by emphasizing a systemwide approach to safe mobility for all users (policy adopted on 9/21/2022).

Whereas FHWA agrees that zero fatalities on our Nations' roads is the only acceptable **goal**, it strongly discourages using aspirational targets for setting annual safety **targets**. State Dot's and MPO's should recognize that reaching zero fatalities will require time and significant effort by many different partner agencies. The Safety PM rule (23 CFR Part 490) is aligned with the Towards Zero Deaths vision and represents an important step in helping States and MPOs work toward the goal of eliminating traffic deaths and serious injuries. States and MPOs should ensure their annual targets are data-driven, realistic, and achievable.

States establish Highway Safety Improvement Program (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. MPO's are then required to set regional targets within 180 days. 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. Currently available fatality, serious injury, and volume data were analyzed to establish 2013-2021 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five-year moving averages were developed from these values and utilized to compute projected values for 2023.

The Nashua MPO has established Regional Safety Targets in all five mandated areas. This presentation of data that supports the regional targets includes statewide crash totals and rates for comparison purposes. The Nashua MPO TTAC voted at its February 13, 2019 meeting to use the *five-year moving average* or the longer-term *trend* in motor vehicle crashes as the method for setting future targets in the following manner:

- The most recent *five-year moving average* for each measure
- OR-
- The longer- term *trend* for each measure
- Whichever is lower

The rationale is that we should not accept increasing rates of accidents in the future, and we should at least cap the target at the average of recent years. Where a downward trend exists, the future target is set as a continuation of that trend, resulting in a target lower than the five-year moving average. This methodology was endorsed by the MPO Policy Committee when the 2019 targets were adopted.

NRPC Target Summary

The summary table below presents five-year moving averages for each safety target up to the most current year (2021) for which crash data is available. A best fit of data was calculated in Excel for the 2013-2021 period for each safety measure and a trendline projection to 2023 was calculated. For each of the five safety measures, ***the extended trend to 2023 falls below the most recent five-year moving average. The trend for each measure has therefore been selected for each 2023 performance target.*** It can also be seen that the 2023 targets are less than the 2022 targets. The details of how each target was calculated can be found in the pages following the summary table.

The NRPC Transportation Technical Advisory Committee (TTAC) approved the following motion at its December 14th, 2022 meeting:

The Nashua Regional Planning Commission TTAC recommends that the Nashua Metropolitan Planning Organization adopt the 2023 Highway Safety Performance Targets as presented.

	5-Year Moving Averages Used for Establishing Trends											2022	2023
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Target	Target
Fatality Total	11.2	10.2	10.8	12.6	12.4	12.6	12.6	11.8	11.8	11.2	10.8	11.2	10.0
Fatality Rate	0.689	0.635	0.674	0.786	0.774	0.779	0.771	0.711	0.701	0.674	0.653	0.735	0.593
Serious Injury Total	74.2	75.6	73.2	69.4	68.2	68.6	63.6	59.6	59.4	56.2	50.2	54.8	45.7
Serious Injury Rate	4.59	4.71	4.57	4.34	4.26	4.23	3.88	3.59	3.54	3.40	3.05	3.270	2.753
Non-Motorized Fatal + Serious Injuries	6.2	5.4	6.8	7.2	8.2	7.8	8.6	7.4	7.8	6.8	6.8	6.8	5.8

NRPC Target Detail and Statewide Comparison

Number of Fatalities – 5-year Average

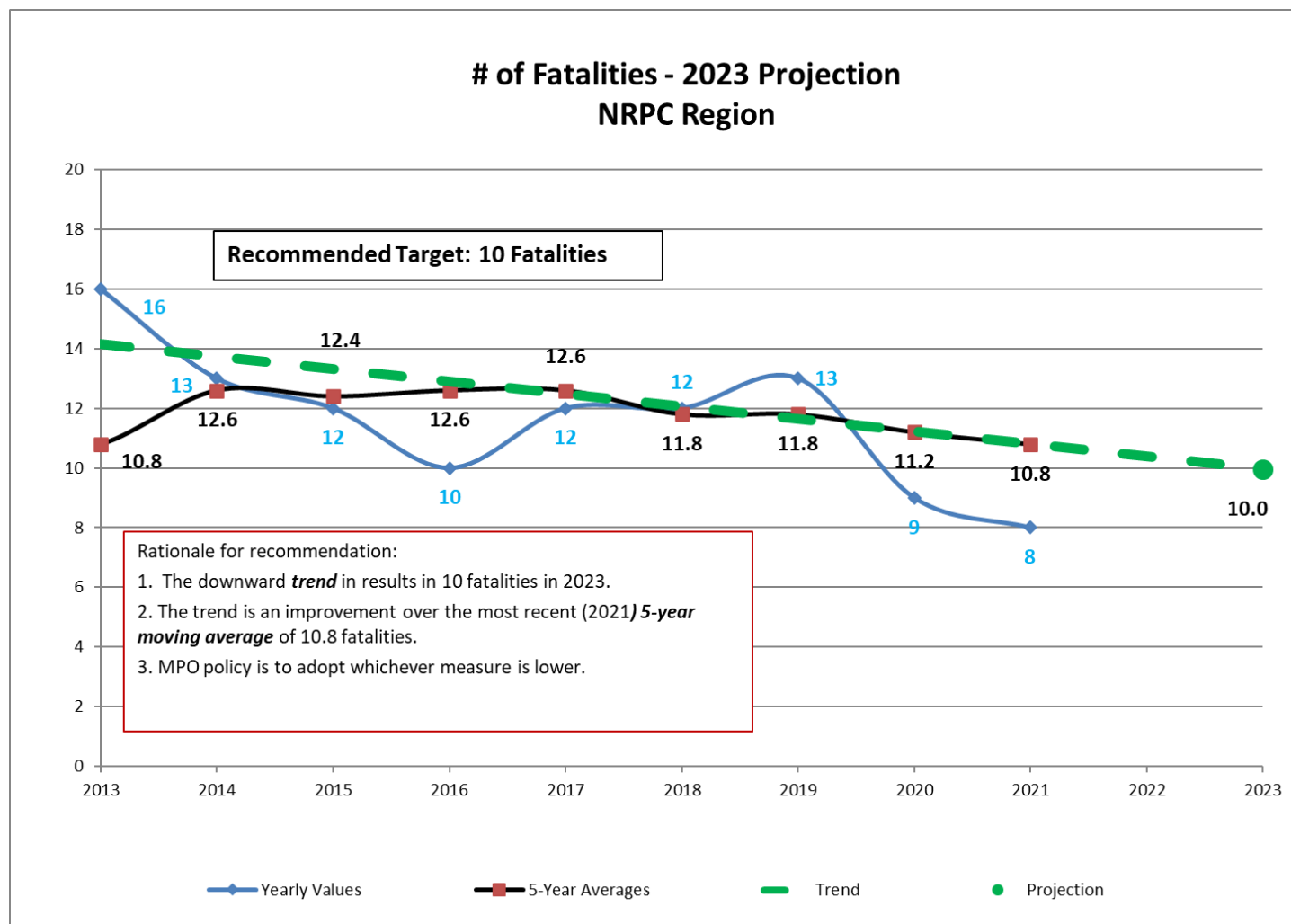
The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of traffic crash fatalities in New Hampshire and for the MPO region (see the following table). Five-year rolling averages were computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regression to the mean for a random variable such as fatalities.

The 5-year moving average for fatalities in the Nashua region has remained the same or declined every year since 2016 (see the following table).

State of NH			NRPC Region	
Year	Fatalities	5-year Average	Fatalities	5-year Average
2007	129	n/a	17	N/A
2008	138	n/a	13	N/A
2009	110	n/a	4	N/A
2010	128	n/a	13	N/A
2011	90	119.0	9	11.2
2012	108	114.8	12	10.2
2013	135	114.2	16	10.8
2014	95	111.2	13	12.6
2015	114	108.4	12	12.4
2016	136	117.6	10	12.6
2017	102	116.4	12	12.6
2018	147	118.8	12	11.8
2019	101	120.0	13	11.8
2020	104	118.0	9	11.2
2021	118	114.2	8	10.8

Number of Fatalities – 2023 Target

The 2023 target of **10 fatalities** was chosen because it is an improvement over the (2021) 5-year moving average. Additionally, the 2023 target would maintain the downward trend in the longer-term moving average (see the following graph).



Rate of Fatalities – 5-Year Average

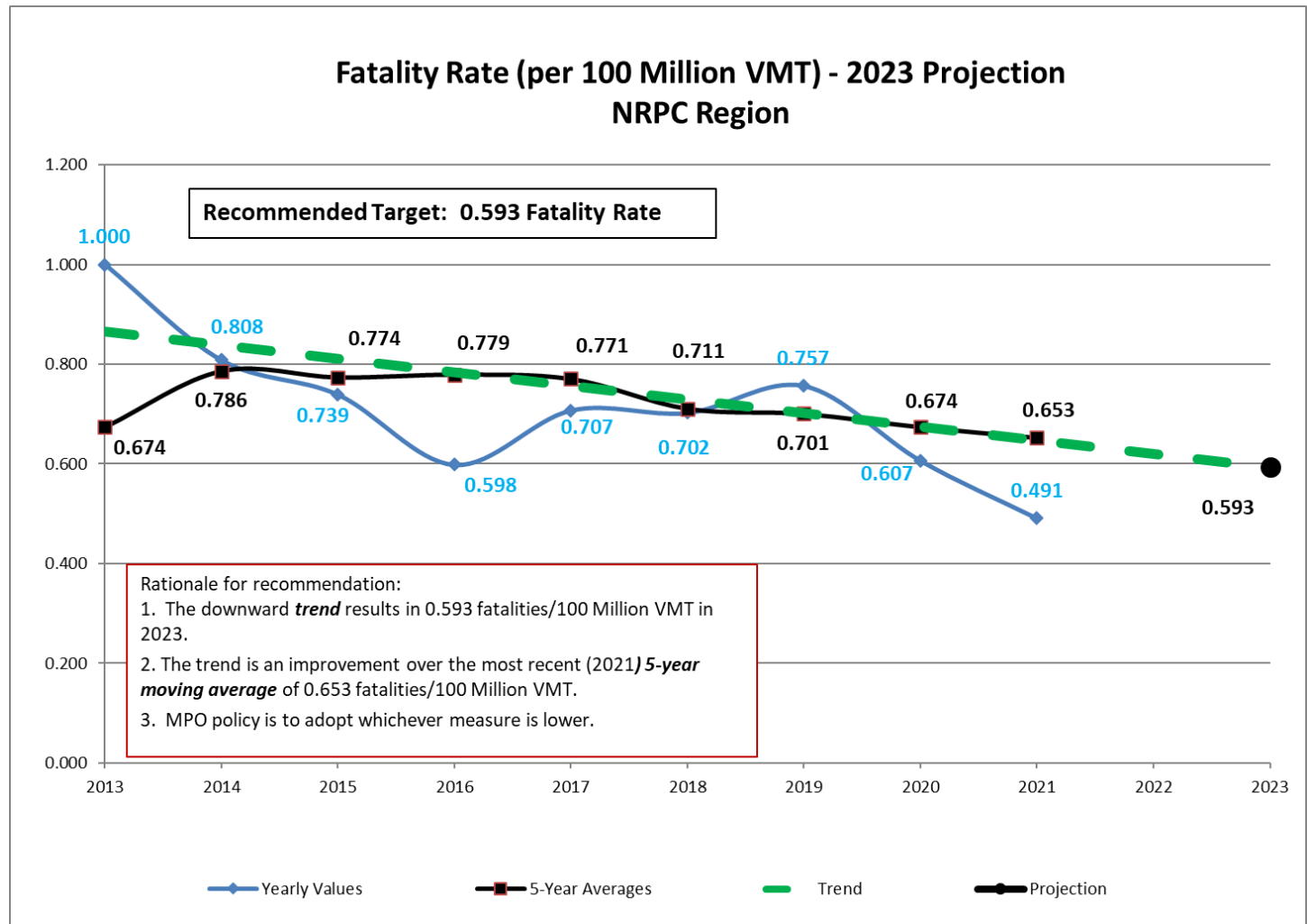
FARS data is combined with data from the Highway Performance Monitoring System (HPMS) which provides annual Vehicle Miles of Travel (VMT) at the State and community level to develop the rate of fatalities safety target. Combining the total number of fatalities in a particular year with the aggregated volume of travel in the state and region during that same year provides a fatality rate per 100 Million VMT. This data was then aggregated into 5-year moving averages.

The 5-year moving average fatality rate has remained same or declined every year since 2016 in the Nashua region (see the following table).

State of NH			NRPC Region	
Year	Rate of Fatalities	5-year Average	Rate of Fatalities	5-year Average
2007	0.958	n/a	1.019	N/A
2008	1.058	n/a	0.804	N/A
2009	0.848	n/a	0.249	N/A
2010	0.980	n/a	0.802	N/A
2011	0.708	0.910	0.571	0.689
2012	0.838	0.886	0.751	0.635
2013	1.046	0.884	1.000	0.674
2014	0.732	0.861	0.808	0.786
2015	0.871	0.839	0.739	0.774
2016	1.009	0.899	0.598	0.779
2017	0.746	0.881	0.707	0.771
2018	1.067	0.885	0.702	0.711
2019	0.729	0.884	0.757	0.701
2020	0.870	0.884	0.607	0.674
2021	0.898	0.861	0.491	0.653

Rate of Fatalities – 2023 Target

The 2023 **target of .593 fatalities/100 Million VMT** is an improvement over the (2021) 5-year moving average. Additionally, the 2023 target would maintain the downward trend in the longer-term moving average (see the following graph).



Number of Serious Injuries – 5-year Average

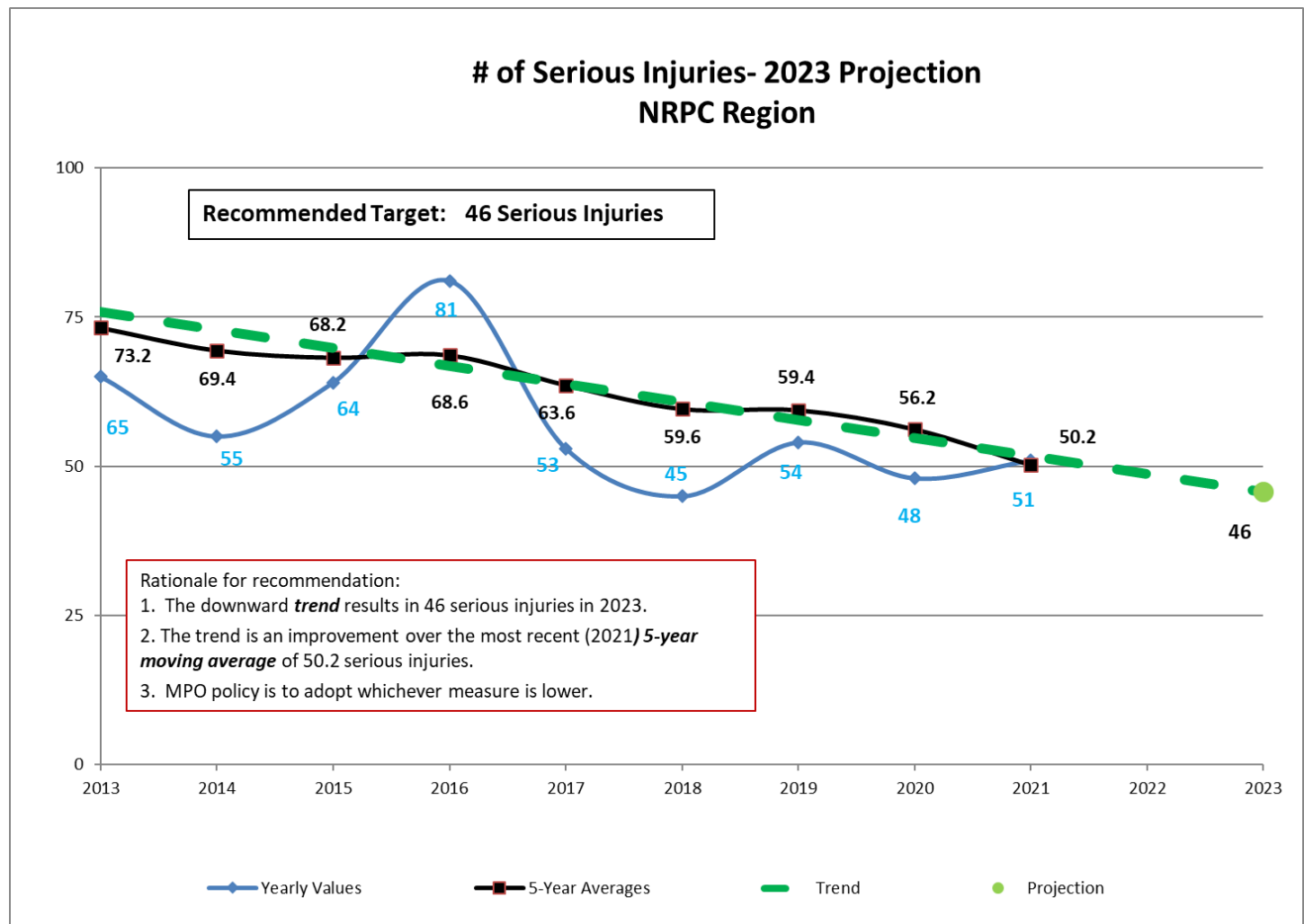
Serious injuries include those that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance.

The 5-year moving average for the number of serious injuries has declined every year since 2016 in the Nashua region (see the following table).

State of NH			NRPC Region	
Year	Serious Injuries	5-yr Ave	Serious Injuries	5-year Average
2007	N/A	N/A	71	N/A
2008	N/A	N/A	77	N/A
2009	667	N/A	74	N/A
2010	528	N/A	70	N/A
2011	462	552.3	79	74.2
2012	623	570.0	78	75.6
2013	489	553.8	65	73.2
2014	451	510.6	55	69.4
2015	459	496.8	64	68.2
2016	477	499.8	81	68.6
2017	410	457.2	53	63.6
2018	451	449.6	45	59.6
2019	485	456.4	54	59.4
2020	512	467.0	48	56.2
2021	482	466.4	51	50.2

Number of Serious Injuries – 2023 Target

The 2023 target of **46 serious injuries** is an improvement over the (2021) 5-year moving average. Additionally, the 2023 target would maintain the downward trend in the longer-term moving average (see the following graph).



Rate of Serious Injuries – 5-Year Average

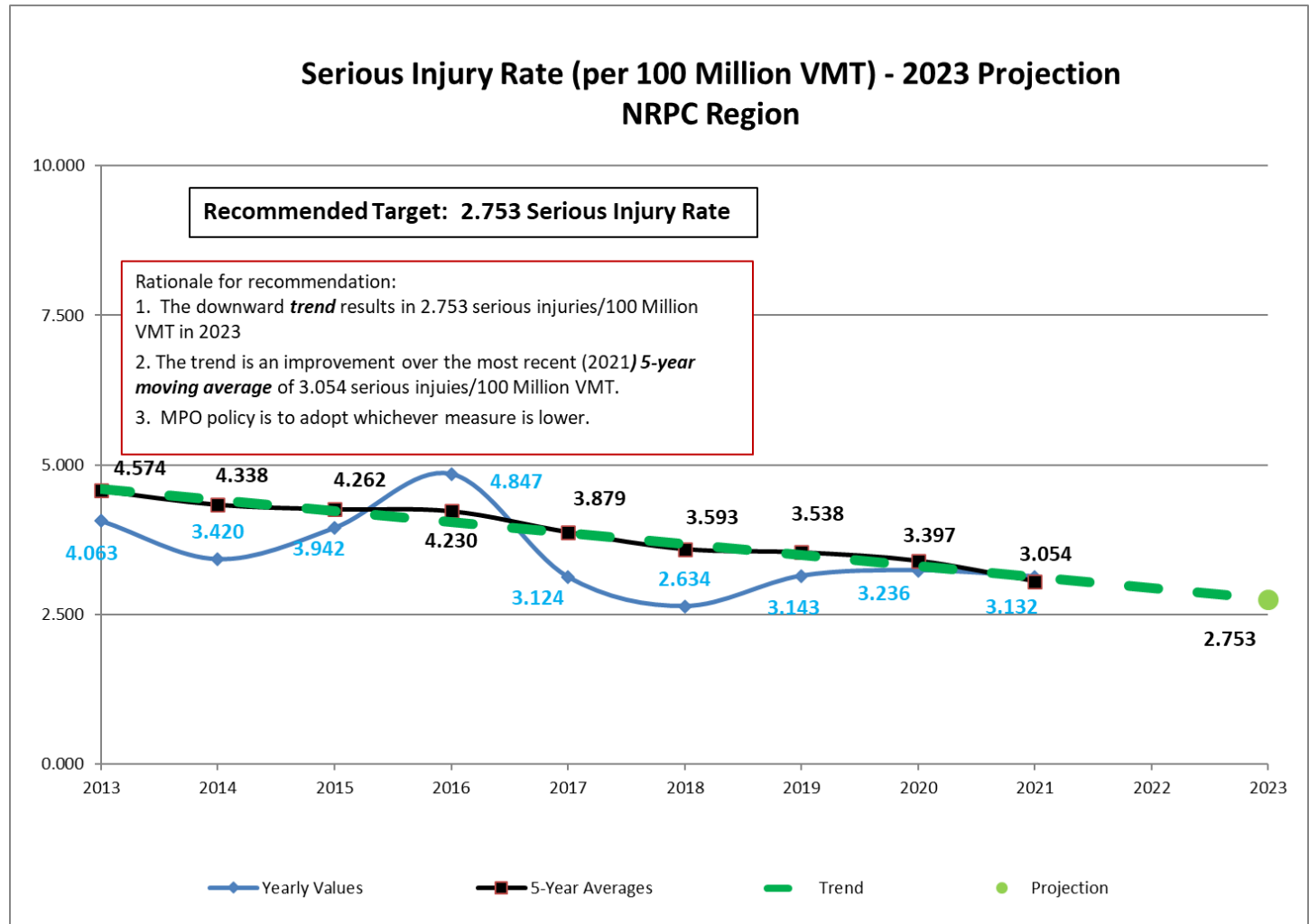
The Rate of Serious Injuries is calculated by applying an estimate of annual travel in the state to the serious injury totals for the same year. As was done for fatality rates, serious injury crash data is combined with HPMS data to produce a rate of serious injuries per 100 Million VMT. This value is further aggregated into five-year averages to identify longer-term trends and reduce the impacts of the variability of the data.

The 5-year moving average for the rate of serious injuries has declined every year since 2016 in the Nashua region (see the following table).

State of NH			NRPC Region	
Year	Rate of Serious Injures	5-yr Ave	Rate of Serious Injures	5-year Average
2007	N/A	N/A	4.254	N/A
2008	N/A	N/A	4.762	N/A
2009	N/A	N/A	4.599	N/A
2010	N/A	N/A	4.321	N/A
2011	3.632	N/A	5.009	4.589
2012	4.832	N/A	4.878	4.714
2013	3.790	4.085	4.063	4.574
2014	3.477	3.933	3.420	4.338
2015	3.505	3.847	3.942	4.262
2016	3.540	3.829	4.847	4.230
2017	2.997	3.462	3.124	3.879
2018	3.270	3.358	2.634	3.593
2019	3.500	3.362	3.143	3.538
2020	4.285	3.518	3.236	3.397
2021	3.670	3.532	3.132	3.054

Rate of Serious Injuries – 2023 Target

The 2023 target of **2.753 serious injuries/100 Million VMT** is an improvement over the (2021) 5-year moving average. Additionally, the 2023 target would maintain the downward trend in the longer-term moving average (see the following graph).



Number of Non-Motorized Fatalities and Serious Injuries - 5-Year Average

This performance measure utilizes data from both NHTSA's FARS database and the State Crash Records Database which is maintained by the New Hampshire Department of Safety. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level (see the table below).

The 5-year moving average for non-motorized fatalities and serious injuries has shown increases and decrease over the past several years.

State of NH			NRPC Region	
Year	Non-Motorized Fatalities & Serious Injuries	5-yr Ave	Non-Motorized Fatalities & Serious Injuries	5-year Average
2007		N/A	12	N/A
2008		N/A	2	N/A
2009		N/A	4	N/A
2010		N/A	5	N/A
2011	52	52.0	8	6.2
2012	58	55.0	8	5.4
2013	56	55.3	9	6.8
2014	52	54.5	6	7.2
2015	64	56.4	10	8.2
2016	41	54.2	6	7.8
2017	62	55.0	12	8.6
2018	39	51.6	3	7.4
2019	37	48.6	8	7.8
2020	34	42.6	5	6.8
2021	39	41.6	6	6.8

Number of Non-Motorized Fatalities and Serious Injuries - 2023 Target

The 2023 target of **6 non-motorized fatalities/serious injuries** is an improvement over the (2021) 5-year moving average. Additionally, the 2023 target would maintain the downward trend in the longer-term moving average (see the following graph).

