

## **NOTICE OF MEETING**

**WHO:** Nashua Regional Planning Commission

**WHEN:** Wednesday – September 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 – June 15, 2022 (***action required***) (7:10)
4. Presentation - Sarah Wrightsman, Community Engagement Coordinator, New Hampshire Housing: InvestNH Planning & Zoning grants (7:15)
5. Presentation - Andrew Dorsett, Housing Finance Director, Department of Business and Economic Affairs, InvestNH Municipal Demolition Grant and the Municipal Per Unit Grant programs. (7:30)
6. MPO Policy Committee (7:45)
  - a) Vision Zero Resolution (***Action Required***)
  - b) TYP Project Solicitation
  - c) Transportation Project Updates
7. General Updates: (8:15)
  - a) NRPC Regional Housing Needs Assessment
  - b) Revision of the Statement of Strategy
  - c) Staff Changes
8. Commissioners Roundtable (8:30)
9. Adjourn (9:00)

***Next NRPC Commission Meeting: Wednesday, December 21, 2022***



**DRAFT – MINUTES  
NASHUA REGIONAL PLANNING COMMISSION**

**June 15, 2022**

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

**Members Present:**

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

Tim Tenhave, Merrimack (Chair)  
Chris Costantino, Milford (via Zoom)  
Janet Langdell, Milford  
John Shannon, Milford (via Zoom)  
Tim Berry, Mont Vernon  
Camille Correa, City of Nashua  
Jeff Gowan, Pelham (via Zoom)  
Dave Hennessey, Pelham  
Peter Howd, Wilton  
Kermit Williams, Wilton

**Others Present:**

Danielle Pray, Amherst  
William Rose, NH DOT (via Zoom)

**Staff Present:**

Jay Minkarah, Executive Director  
Camille Pattison, Assistant Director  
Matt Waitkins, Senior Transportation Planner  
Kristin Wardner, Administrative Assistant

**1. Welcome and Introductions**

Tenhave opened the meeting at 7:01 p.m. with introductions.

**2. Privilege of the Floor**

No members of the public were present to speak.

**3. Approval of Minutes – March 16, 2022**

Amendments:

- Page 1, Add initial in front of “Hennessey” in minutes motion

Ludt motioned, with a second from Battis,

THAT the minutes of March 16, 2022, be approved as amended and placed on file. A roll call vote was conducted. Rose, Gowan, Boehm, Post, and Berry abstained.

The motion **carried**.

**Kermit Williams arrived at 7:05pm.**

#### 4. Annual Business Meeting

##### a. FY2023 Budget and Work Program

Minkarah provided an overview of the of the proposed FY 2023 budget including:

Dues are level; this amount was approved last fiscal year. NRPC received a \$500,000 Brownfields grant and the proposed is an estimate of FY23 usage; Received an award to update the Regional Plan, the funds of which will be spread over at least 2 years; Includes the remaining funding (\$100k for 2 years) for Regional Housing Needs Assessment which will need to be completed by end of calendar year. HHW reduction is due to the fluctuation in the number of events in the fiscal year. Local contracts include a number of mostly small projects, as well as circuit riders with 5 towns; of note is a new project this year: the Nashua Sidewalk Assessment. The UPWP is a two-year contract, FY23 is the second year of the contract so variances are a carryover of remaining funds. Minkarah noted that the UPWP is NRPC's largest funding source and the document outlining the work to be done can be found on NRPC's website. NRPC received a grant to hire a full time Regional Mobility Manager. Langdell noted that this position will work with the Regional Coordination Council (RCC) and the State Coordinating Council (SCC) to strengthen community transportation. There is a year left in the grant and it is unsure if it will be extended but Minkarah stated that even if not, the hope is for NRPC to continue to funding mobility management through the UPWP because it is critical to the region.

Highlights of proposed expenses include: Increase in Capital Equipment for vehicle replacement of the NRPC van, which is currently 10 years old; server replacement; and advanced traffic counting technology. In response to Williams, Minkarah stated the Principal Transportation Planner position is still vacant and the position is being budgeted for. IT Services increase is due to the need to go with a 3<sup>rd</sup> party service rather than the staff member NRPC has been relying on. Rent and utilities are increasing; salary increases include new Mobility Manager and staff increases. Minkarah explained that the Reserve Fund increase is because they allocate what they think they will need each year and that the balance fluctuates regularly; Tenhave added it allows for flexibility if expected receipts aren't received and for unanticipated expenses.

Williams motioned, with a second from Battis,

THAT the Nashua Regional Planning Commission FY 2023 Budget be approved as presented. A roll call vote was conducted with all in favor.

The motion **carried.**

##### b. Annual Grant and Contract Authorization

Minkarah explained that on an annual basis the full Commission must affirm that the Executive Director is authorized to file applications, sign contracts, and implement the annual work program.

J. Hennessey motioned, with a second from Battis,

THAT the Executive Director be authorized to file applications with federal, state, and local governmental units and other agencies to implement the FY 2023 work program of the Commission, and to execute agreements to receive funds for such purposes. A roll call vote was conducted with all in favor.

The motion **carried.**

c. Setting of FY 2024 Dues

Minkarah stated dues are NRPC's largest source of funding that can be used with discretion, and they have been flat for 12 years. Currently, 72% of dues goes towards matching grants, most significantly NH DOT funding. Also, budgeted from dues every year is about \$10,000 for the energy aggregation program, \$10,000 for tax mapping, and \$15,000 for technical assistance. He explained salaries and expenses are increasing; he is proposing a 5% increase for FY 2024 dues. Dues are based on a formula using population, equalized assessed valuation and % of region; the increase would be \$8,150 total.

Williams motioned, with a second from Battis,

THAT the Nashua Regional Planning Commission FY 2024 Dues Assessment be approved as presented with a 5% increase. A roll call vote was conducted with all in favor.

The motion **carried.**

d. Election of FY 2023 Executive Committee Officers

The Executive Committee recommends the following officer positions:

Tim Tenhave, Chair

Kim Queenan, Vice Chair

Jim Battis, Treasurer

Boehm motioned, with a second from Pray,

THAT the Nashua Regional Planning Commission approve the Executive Committee officers as recommended by the Executive Committee. A roll call vote was conducted with all in favor.

The motion **carried.**

**5. MPO Policy Committee**

- a. Public Hearing: Approval of TIP Amendment #4 to the adopted Nashua Metropolitan Area 2021-2024 Transportation Improvement Program (TIP). NRPC will also amend the 2019-2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list.

Prior to the public hearing, Waitkins reviewed the three primary transportation planning documents: the Transportation Improvement Program (TIP), the Ten Year Plan (TYP) and the Long-Range Metropolitan Transportation Plan (MTP). Minkarah explained the reason amendments to the TIP are needed.

Tenhave opened the public hearing at 7:56pm.

No members of the public were present to speak.

Waitkins referenced the memo provided in the meeting agenda packet and summarized that the amendment was received from the NH Department of Transportation (NH DOT) and NRPC is expected to amend the TIP to account for changes to projects within the Nashua region and maintain consistency with the Statewide TIP (STIP). NRPC will also amend the 2021-2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list. Waitkins summarized the changes to the TIP described in the memo and stated that during the public comment period they did receive additional information regarding increased Nashua Transit System (NTS) FTA5310 funding. The Transportation Technical Advisory Committee (TTAC) voted to recommend the adoption of the amendment at their June 8, 2022, meeting and NRPC staff recommends MPO approval.

Tenhaven closed the public hearing at 8:11pm.

Battis motioned with a second from D. Hennessey,

THAT TIP Amendment #4 to the adopted Nashua Metropolitan Area 2021-2024 Transportation Improvement Program (TIP) be approved and to amend the 2021-2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list, be approved. A roll call vote was conducted, with J. Hennessey abstaining.

The motion **carried.**

b. TYP Project Solicitation

Waitkins explained that Ten Year Plan project solicitation has begun for the 2025-2035 TYP. They are updated every 2 years and the one updated 2 years ago will become law shortly. Memos were sent out to communities with all the details on June 3<sup>rd</sup>. He reviewed the website page created for this process and he and Minkarah reviewed the timeline and the types of eligible projects. The website can be referenced for more specifics and project scoring and selection criteria; NRPC staff is available for assistance throughout the process. Elmer noted that commissioners cannot bring projects forward; the submission is vetted through the town, with one point of contact. Minkarah stated community support is critical, especially since these many of these projects require matches. Rose stated that the region will be allocated like the past plan at around \$6 million. Rose stated that communities should bring projects forward to NRPC even if they don't meet the threshold of the TYP.

c. Transportation Project Updates

This agenda item was skipped due to time.

**Karin Elmer left the meeting at 8:34pm.**

**6. General Updates**

a. New NRPC Website

Minkarah reviewed the NRPC new website which went live on June 1<sup>st</sup> and urged commissioners to look at it and provide any feedback. Camille Pattison pointed out new pages created for each community. Williams mentioned he found it difficult to find live maps and tax maps.

b. Revision of the Statement of Strategy

Tenhaven explained the Statement of Strategy that outlines how the Commission does business and it is out of date – it should be updated every 5 years and it has been 6. The Executive Committee will bring forward a path to update it in September.

**7. Commissioners Roundtable**

Hudson – Gagnon stated support for conservation efforts and sustainability is increasing in town.

Milford – Langdell stated the Planning Board is seeing a number of large residential developments and small businesses.

Amherst – Pray said the Master Plan is almost complete; the large warehouse proposal in Amherst has been scrapped. There has been PFAS found in various parts of town, so they are providing bottled water to those affected. There is a small cluster around the fire station.

Litchfield – Queenan stated that Pennichuck Water is hooking up to public water or providing home filtration device to those households with PFAS contaminated wells. The town is in preliminary stages of an archaeological survey across from Merrimack. The Town Administrator has given his notice. She thanked Jay for his CIP assistance. Boehm discussed HB400 which is an affordable housing bill which would allow municipalities to combine land and build housing.

Lyndeborough – no update

Brookline – no update

Mont Vernon – Berry stated that the median sales price of houses has increased 17% between 2020 and 2021 and that Mont Vernon has the highest tax rate in the state.

Wilton – Williams stated Wilton had 3 red list bridges (one was completed last year). He stated one of the bridges has qualified for federal funding under the new infrastructure bill. He asked if anyone has experience with that. Tenhaven suggested he contact Kyle Fox in Merrimack.

Pelham – D. Hennessey stated they are working on Pelham's Master Plan; hope to be done by end of year. The Council of Aging at Senior Center will be dedicating a kiosk on 6/23 – they have fundraised over 80k for programs during the pandemic. The farmers market will be open for the second year every Saturday.

Nashua – no update

Merrimack – Tenhaven stated a trail plan created by the Town Center Committee, which creates an east/west corridor for pedestrians, is moving forward. The funding is coming from NH DOT dollars from projects not completed and some town funding.

**8. Adjourn**

Motion to adjourn was made by Battis with a second from Boehm, all in favor. The meeting ended at 9:01 p.m.

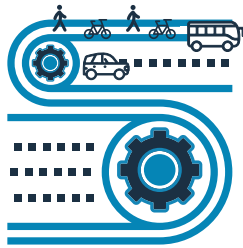
**The next Commission meeting will be held on Wednesday, September 21, 2022, at 7:00 p.m.**

Respectfully submitted,  
Kristin Wardner, Administrative Assistant

## **Vision Zero 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.





## CORE ELEMENTS FOR VISION ZERO COMMUNITIES

### INTRODUCTION

**Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.**

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

*The Vision Zero Network, with support from partners, developed this set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.*

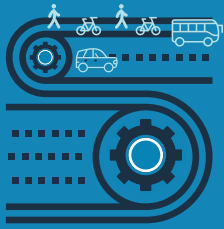
#### TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**  
**PERFECT** human behavior  
 Prevent **COLLISIONS**  
**INDIVIDUAL** responsibility  
 Saving lives is **EXPENSIVE**

VS

#### VISION ZERO

Traffic deaths are **PREVENTABLE**  
 Integrate **HUMAN FAILING** in approach  
 Prevent **FATAL AND SEVERE CRASHES**  
**SYSTEMS** approach  
 Saving lives is **NOT EXPENSIVE**



# CORE ELEMENTS FOR VISION ZERO COMMUNITIES

## Leadership and Commitment

### 1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

**2. Authentic Engagement.** Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

**3. Strategic Planning.** A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

**4. Project Delivery.** Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

### Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

## Safe Roadways and Safe Speeds

**5. Complete Streets for All.** Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

**6. Context-Appropriate Speeds.** Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

## Data-driven Approach, Transparency, and Accountability

**7. Equity-Focused Analysis and Programs.** Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

**8. Proactive, Systemic Planning.** A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

**9. Responsive, Hot Spot Planning.** A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

**10. Comprehensive Evaluation and Adjustments.** Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Read on for more information about implementing these Vision Zero Core Elements in your community.

# LEADERSHIP AND COMMITMENT

**1. Public, High-Level, and Ongoing Commitment.** The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe.

- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

High-level leadership and sustained political commitment are essential to Vision Zero success. The Mayor and other key elected officials must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in spending decisions, policies, and practices that prioritize safety (even when this means a shift from the status quo). Following from this, the leaders of the public health, police, and transportation agencies should be closely involved with the day-to-day work of Vision Zero and ensure consistent interagency coordination. In short, a Vision Zero commitment is only as strong as it is demonstrated in the [actions of the city's leadership and staff](#).

Setting an explicit timeline for Vision Zero is part of this core element because it underscores the urgency of the issue, provides measurability, and incorporates the fundamental [Safe Systems](#) principle that these traffic tragedies are preventable.



**2. Authentic Engagement.** Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

- Engage the community in meaningful, culturally-relevant ways and support involvement by respected community leaders
- Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts

Vision Zero efforts should meaningfully engage the community and prioritize equitable processes and outcomes. This is especially true in neighborhoods that often bear the brunt of high-injury streets and where community members may be grappling with the results of historic underinvestment in safe mobility, as well as a multitude of other, interrelated systemic inequities. Community input should be valued and incorporated into Vision Zero planning and implementation.

This includes:

- » Engaging sincerely and with cultural competence, recognizing and respecting the history, culture, and expertise of local communities.

- » Collaborating with community members who are genuinely engaged in neighborhoods and who have strong connections with and respect of locals. These community leaders are likely to convey the experiences, hopes, and concerns of long-time residents in ways that traditional planning processes have not.
- » Using this collaboration to inform project design and implementation, not just as a "listening exercise".
- » Recognizing that coordination is work, for which community groups deserve compensation to support time commitment, expertise, and long-term engagement. [Additional resources are included in Vision Zero Equity Strategies.](#)

**3. Strategic Planning.** A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

- The Action Plan and corresponding strategies are built on the Safe Systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury
- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

The core element for leadership and commitment recognizes that Vision Zero – starting with the Action Plan – is built on the Safe Systems approach, which recognizes that people will make mistakes and that it is the responsibility of system designers and policymakers to set practices and policies to lessen the severity of inevitable crashes.

The Action Plan should include an explicit commitment and related actions to prevent

Vision Zero efforts from resulting in unintended consequences, such as racial profiling or inequitable treatment of communities of color.

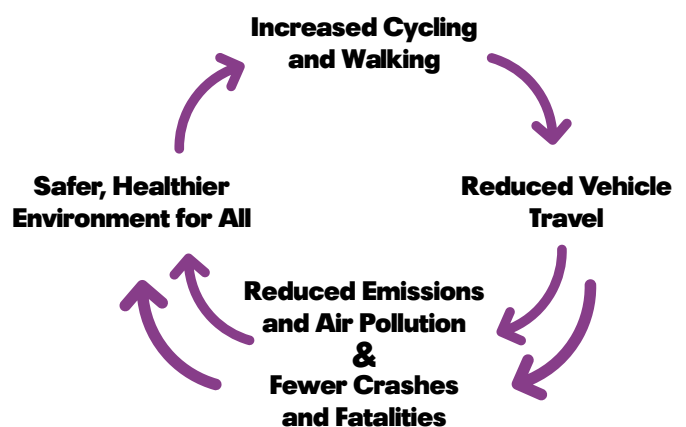
Clear ownership of Action Plan strategies is important to achieving accountability and trust for Vision Zero's principles and outcomes. More about actionable strategies that have led to Vision Zero success in other cities are included in the [Vision Zero Action Plan Guidelines](#).

**4. Project Delivery.** Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

- Decision-makers provide leadership on policy reforms needed to prioritize safety
- System designers are supported by city leaders to advance safety projects
- System designers and decision-makers advance crosscutting measures to reduce car dependence, improve transit, and support safe walking and biking

Vision Zero requires more than incremental, individual behavior change. It requires political backbone to advance projects and policies that are proven to improve safety – particularly redesigning roadways and managing speeds – even in the face of opposition to change (e.g., removing parking spaces or reducing speeds for safety benefits).

Moving past the business-as-usual approach also means evolving beyond the cars-first attitude that has dominated transportation policies and practices in the past half-century. [Research shows](#) that encouraging multi-modal transportation reduces Vehicle Miles Traveled and Vehicles per Capita, the two strongest predictors of traffic fatalities. Cities serious about Vision Zero and livable communities are working to increase the proportion of non-auto trips by improving and incentivizing [public transit](#), walking, bicycling, and ridesharing.



This will take a carrot-and-stick approach: investing in strong public transit systems and safe, interconnected bicycling and walking networks; while disincentivizing single occupancy vehicle trips with such strategies as congestion pricing and smart parking pricing.

# SAFE ROADWAYS AND SAFE SPEEDS

**5. Complete Streets for All.** Complete Streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

- Multimodal street design and countermeasures prioritize safety over speed
- Safety improvements to roadways are prioritized for people walking and biking and in historically underserved communities

Prioritizing proven engineering countermeasures and multimodal street design is essential to safety.

Examples include:

- » Using safe design measures such as advance stop or yield lines, high visibility crosswalks, lane narrowing, pedestrian refuge islands and medians, and physically separated bikeways. More measures – and examples from cities that have implemented them – are described in [NACTO design guides](#), the [Traffic Safety Best Practices Matrix](#), and the [FHWA Achieving Multimodal Networks](#) resource.

- » Creating **Slow Zones** in areas with high volumes of children, seniors, public transit users, commercial activity, pedestrian/bicycle activity. Along with lower speeds, self-enforcing traffic calming measures help mark these areas as different and thus encourage safe behavior.

Work toward Complete Streets should prioritize the protection of physically vulnerable road users and investment in historically disadvantaged communities. Performance measures for Complete Streets should include consideration of these communities of concern. Read more on the fundamentals of [Complete Streets elements](#) from the Complete Streets Coalition.

**6. Context-Appropriate Speeds.** Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

- Roadways are designed (or redesigned) to prioritize safety over speed
- Speed limits are lowered where data and community experience show need
- Automated speed enforcement is implemented where needed, with strategies to address disproportionate impacts on low-income communities

**High speeds make crashes more likely** and more likely to be deadly. An effective Vision Zero program must manage speed in order to reduce severe and fatal traffic injuries. Efforts to influence individual behavior primarily with education and enforcement campaigns have fallen short.

Addressing speed requires changing organizational practices and reforming policies. Existing practices, such as designing roads for inappropriately high speeds and setting speed limits too high, often prioritize moving more cars over the safety of road users.

Vision Zero calls on system designers and policymakers to better align our systems and policies with goals of safe speeds, including:

- » Measure and analyze the scope of problem related to inappropriate speeds, share this data to raise awareness, and develop measurable improvement strategies with timelines for action.
- » Implement infrastructure changes to prioritize safety over speed. Examples include reducing travel lanes

and adding self-enforcing traffic calming measures to encourage safe travel speeds.

- » Change policies to align with safety goals, including setting appropriate speed limits, particularly where motor vehicle traffic is mixing with those walking and biking.
- » Implement automated speed enforcement where needed, incorporating strategies to measure and address disproportionate impacts on low-income communities and others who may be overly burdened.
- » Raise awareness about speed as a primary factor in traffic deaths and injuries, similar to increased awareness about drunk driving.

In many cases, State and Federal agencies influence speed limits either directly or indirectly. While speed management efforts may be time-consuming and politically challenging, it is critical to Vision Zero success. Cities facing barriers from other levels of government need to make the policy, legislative, or other changes required to advance proven speed management strategies.

# DATA-DRIVEN APPROACH, TRANSPARENCY, AND ACCOUNTABILITY

**7. Equity-Focused Analysis and Programs.** Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

- Explicit commitment and actions prevent Vision Zero efforts from increasing disproportionate enforcement levels in communities of color
- Any enforcement efforts within Vision Zero are focused on dangerous moving violations, as identified by quality data analysis

Data and experience reveal that low-income communities and communities of color carry a disproportionate burden of traffic-related injuries and fatalities in the U.S. This is not arbitrary; it reflects patterns of historic under-investment and racial bias in some communities, particularly black, brown and immigrant communities, as well as low-income communities. Vision Zero leaders need to recognize these disparities and to center equity in their work in clear and measurable ways to prevent traffic safety efforts from having unintended, harmful consequences.

The realm of traffic enforcement is a particularly timely and urgent area of attention. It is important that promoters of Vision Zero acknowledge that officer-initiated traffic stops allow for higher levels of individual discretion and unintended gateways to racial bias and even aggressive police action. The broader Vision Zero community has a role and responsibility in improving, not exacerbating, these problems.

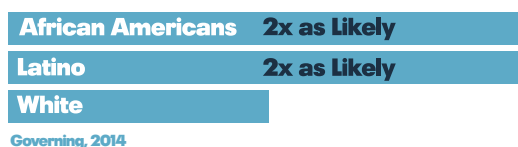
Vision Zero focuses on Safe Systems, not more traffic stops. Cities such as Portland, Oregon are working to prevent over-policing or racial bias from becoming unintended byproducts of their Vision Zero efforts. Portland limits enforcement actions in order to reduce the possibility of racial profiling and disparate economic impacts. [Portland's Vision Zero Action Plan](#) explicitly excludes increased enforcement by police officers. It also offers education classes as alternatives to increased penalties for first time offenders.

Similarly, any enforcement efforts included in Vision Zero strategies should focus on the most dangerous violations. An example is San Francisco's [Focus on the Five](#) program, which commits officers to focus on the five top roadway dangers, such as speeding and violating pedestrians' right of way, rather than on "nuisance" issues such as broken taillights or tinted windows.

Other examples of focusing on equity concerns within Vision Zero efforts include:

» Requiring transparency, including analyzing and sharing data on how traffic funding is spent and how traffic stops are conducted and citations issued, including disaggregating stop and citation data by race.

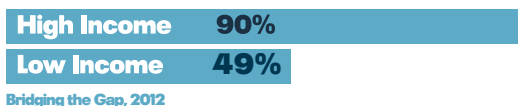
## People Killed While Walking:



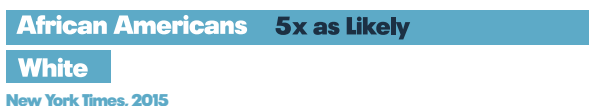
## People Killed While Walking:



## Communities With Sidewalks:



## Chance of Being Stopped and Searched:



- » Encouraging accountability by requiring regular discussions amongst policymakers and the public to address equity disparities in efforts and results.
- » Requiring equity-based trainings of Vision Zero staff, including law enforcement officials, and including equity-based measurements of their efforts.
- » Investing in automated speed enforcement's proven safety effectiveness and lower risk of racial profiling. Efforts should be made to avoid disproportionate impacts of fines on low-income communities, such as setting up alternative fee structures.
- » Recognizing that we cannot enforce (nor educate) our way out of today's traffic safety problems, so we need to better design roadways and manage speeds for safety.

**Additional resources are included in [Vision Zero Equity Strategies](#).**



**8. Systemic, Proactive Planning.** A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

- Data is used to identify trends of problems, which are addressed systematically rather than as isolated incidents

Vision Zero's Safe Systems approach means moving from purely rearward crash map reviews to more forward-facing identification of problem areas and working to prevent severe crashes before they happen. This means determining, analyzing, and addressing the underlying risk factors that influence dangerous actions: the where, how, and why serious crashes happen.

For example, based on analysis showing a trend of left-turn vehicle movements being particularly dangerous on certain types of streets, New York City's Department of Transportation is proactively addressing areas with proven countermeasures, rather than reacting to each individual problem after serious crashes occur. More examples of proactive approaches to addressing top risk factors are shared in this [summary and webinar](#).

**9. Responsive, Hot Spot Planning.** A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

- Top risk factors and locations of serious traffic crashes are identified, mapped, and utilized
- Quality data on traffic deaths and serious injuries are posted publicly and updated regularly

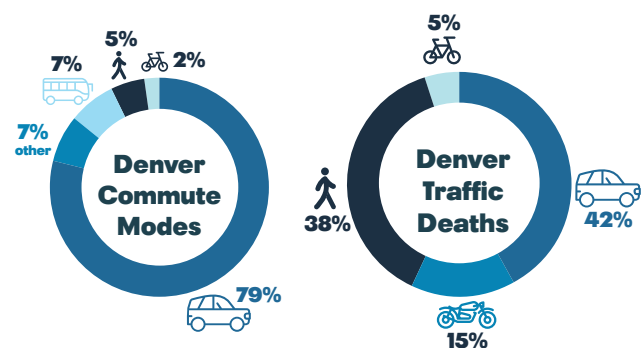
The community should develop a High Injury Network (HIN) derived from quantitative ("hot spot" problem locations) and qualitative data (based on community input) to inform its prioritization and implementation.

Recommendations include:

- » Identify top risk factors and locations of serious traffic crashes.
- » Include equity-driven data (such as locations of low-income communities and communities of color) and commit to prioritizing actions and funding in areas of overlap with the HIN.
- » Include speed as a data layer. A large proportion of serious crashes occur on roads with higher speed limits – often arterials and state-owned roads – which require the aforementioned work on speed.
- » Collaborate within and between city agencies. Work to address problems on the HIN is an important place to involve the Vision Zero Taskforce.
- » Utilize this information and coordination to prioritize and implement strategies.
- » Post and regularly update data on traffic deaths and serious injuries – beyond police reports.

of physically vulnerable populations and communities traditionally underserved by traffic safety efforts. Police-collected data should be supplemented with information gathered by hospitals and emergency medical services. Analysis shows that people involved in traffic crashes who are part of systemically marginalized communities are less likely to report traffic crashes and that, when they do, their reports are less likely to be treated adequately. Increasingly, communities are supplementing their police crash records with public health data for a fuller picture, as described [here](#).

**Data can help identify disproportionate safety impacts**



**50% of Denver's traffic fatalities occur on just 5% of their streets**

For more information, see this [Vision Zero Network case study](#) and [webinar](#).

**Data analysis** and public input should highlight unsafe locations, and this should be overlaid with locations

**10. Comprehensive Evaluation and Adjustments.** Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

- Regular progress reports are produced and shared publicly
- Use of pilot implementation and community feedback shape safety efforts

Monitoring efforts and impacts, updating and sharing data regularly, and institutionalizing Vision Zero in the city's systems will help build trust and set expectations for accountability between key stakeholders.

This includes:

- » Proactively monitor, evaluate, and share progress, including regular public progress reports, such as these from [New York City](#) and [Seattle](#).

- » Use comparative data to link social and environmental factors with traffic injury data to better understand connections and strategies for improvements.

- » Use temporary pilot programs or projects to test strategies within shorter timeframes and for less cost investment.

## NEXT STEPS

We share these Core Elements recognizing the urgency of the issue before us: an average of 100 people lose their lives each day in this nation in traffic crashes. This loss and suffering is preventable, and we have a responsibility to prevent these tragedies.

We also recognize that resources, time, and political will are all limited. What we do matters. Vision Zero is not just a tagline, not even just a program, but rather a fundamental shift in how our communities approach the issue of safe mobility. To make a real difference, it will take a firm commitment to change.

Implementing Vision Zero requires 1) leadership and commitment to safety, 2) implementing safe roadways and safe speeds, 3) ongoing transparent use of data, and 4) centering equity and community engagement throughout.

Committing to and meaningfully incorporating these Core Elements can help Vision Zero communities prioritize efforts, benchmark progress, set expectations, and ensure accountability. Each Core Element is important to advance the ultimate goal of safe mobility for all.

## ACKNOWLEDGEMENTS

We are honored to support the work of public sector staff and community-based leaders and advocates around the country to reduce traffic deaths and severe injuries. We appreciate valuable input from many partners, including Clay Veka, Dana Weissman, Jeff Lindley, Jeff Paniati, Lainie Motamedi, Megan Wier, Meghan Mitman, Nicole Ferrara, Richard Retting, Stacy Thompson, and Veronica Vanterpool. This report's primary authors are Jenn Fox and Leah Shahum. Graphic design is by Rachel Krause of Banjo Creative.

**The Vision Zero Network is a nonprofit project committed to advancing Vision Zero in the U.S. We are proud to support the life-saving efforts of the dedicated policymakers, implementers, and community leaders working toward safe mobility for all.**

**[Learn more at VisionZeroNetwork.org](https://www.visionzeronet.org).**



MEMORANDUM

**TO:** NRPC Commissioners

**FROM:** Matt Waitkins, MPO Coordinator

**SUBJECT:** 2025-2034 NH Ten Year Plan Project Proposals

**DATE:** September 16, 2022

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The NRPC received 18 project proposals during the recent Ten-Year Plan project solicitation process. The table on Page 2 of this memo lists the projects alphabetically by municipality. A summary of Project Submissions can be found at this link: [www.nashuarpc.org/fy25typ](http://www.nashuarpc.org/fy25typ)

Municipalities that have submitted project proposals had the opportunity to present brief, high-level summaries of their proposals at the September TTAC meeting.

A scoring team has been assembled that includes NRPC staff and TTAC members from communities that have not submitted project proposals. The scoring process will result in a prioritized list of projects.

A summary of the scoring process and the prioritized list of projects will be presented at the October TTAC meeting. The TTAC will be asked at that time to consider recommending the prioritized list for inclusion in the DRAFT 2025-2034 NH Ten Year Plan.

Please see Page 3 of this memo for the project selection timeline.

If you have any questions related to the Ten Year Plan, please don't hesitate to contact me at [mattw@nashuarpc.org](mailto:mattw@nashuarpc.org) or at 603-417-6566.

## Nashua Region 2025-2034 NH Ten Year Plan Project Proposals

Municipality	Project Name	Project Type	Project Description
Amherst	Baboosic Greenway Segment - Amherst North 01	Bike Ped	Shared use path along the abandoned Manchester & Milford Branch rail bed from the Bedford/Amherst T/L to Walnut Hill Rd in Amherst
Amherst	Baboosic Greenway Segment -Amherst North 03	Bike Ped	Sidelpath along the north of Amherst St (NH 122) from NH101 intercnage to Courthouse Road
Amherst	Baboosic Greenway Segment -Amherst South 01	Bike Ped	Shared use path along the Milford and Manchester Branch rail bed from a midblock crossing at Amherst St (NH 122) south to Boston Post Rd, with a short sidelpath along Boston Post Road to connect NH 122.
Amherst	Baboosic Greenway Segment -Amherst South 02	Bike Ped	Shared-use path along the Milford and Manchester Branch rail bed, generally alongside Beaver Brook, between Boston Post Rd and Merrimack Rd.
Amherst	Baboosic Greenway Segment -Amherst South 03	Bike Ped	Shared use path between Merrimack Rd and Boston Post Rd (along Beaver Brook, the Souhegan River, Fairway Dr, and River Rd.)
Amherst	Baboosic Greenway Segment -Amherst South 04	Bike Ped	Along the eastern side of Boston Post Rd between River Rd & Homestead Rd, with two spurs that provide direct access to Souhegan High School and Amherst Middle School.
Amherst	Baboosic Greenway Segment -Amherst South 05	Bike Ped	Between Boston Post Rd at Davis Witty Rd and the Buck Meadow conservation & recreation land.
Amherst	NH122 & Merrimack Rd Roundabout and sidelpath	Highway Improvemtns	Roundabout at the intersection of NH122 & Merrimack Rd
Hudson	Bridge/sidewalks to Benson Park (This is Hudson's #3 priority)	Bike/Ped	Route 111, Ferry Street/Burnham Road and Central Street. Taylor Falls/Veteran Memorial Bridge to Benson Park.
Hudson	Derry Road Sidewalk Completion (This is Hudson's #1 priority)	Bike/Ped	Route 102 (aka Derry Road) sidewalks from residential neighborhoods to Hills Garrison Elementary School, Rogers Memorial Library and Alvirne High School.
Hudson	Lowell Road Safe Crossings (This is Hudson's #2 priority)	Bike/Ped	Route 3A (Lowell Road). Improved crosswalk equipment at intersection of Lowell Road and Central Street. Crosswalk beacons and curb bump-outs on Lowell Road at Winn Avenue and Roosevelt Avenue.
Litchfield	NH 3A/Corning Road Intersection	Highway Improvements	Intersection of NH 3A and Corning Road
Litchfield	Pinecrest Sidewalk Extension	Bike/Ped	On Pinecrest Road (between Hildreth Drive and Albuquerque Avenue
Merrimack	Rehabilitation and safety improvements for the Bridge over Souhegan River bridge on DW Highway	Asset Management & Bike/Ped	US3/DW Highway over Souhegan River
Merrimack	Congestion Mitigation for the northern portion of the US 3 corridor in Merrimack from Bedford Road to the Bedford town line.	Highway Improvements & Planning Studies	US3/DW Highway from Bedford Road in Merrimack to the Bedford town line
Merrimack	Naticook Road/Camp Sargent Road triangle intersection safety improvements	Highway Improvements	Naticook Road/Camp Sargent Road triangle intersection
Nashua	West Hollis Street Corridor Improvements	Highway Improvements & Bike/Ped	West Hollis Street in Nashua between Riverside Drive and the Hollis Town Line
Pelham	Old Bridge Street Sidewalk Expansion & Pedestrian Bridge over Beaver Brook	Bike/Ped	Old Bridge Street from Marsh Road to NH Route 38, with crossing of Beaver Brook

**NH State Ten Year Plan (SFY 2025-34)**  
**Project Solicitation/Selection Timeline**

Project solicitation begins	6/3/2022
NRPC staff available to meet with communities to discuss projects	6/6 – 7/19/2022
<b><i>Project proposals due to NRPC</i></b>	<b>8/5/2022</b>
NRPC staff summarizes project submissions in preparation for scope/cost review	8/5 – 8/12/2022
Scope/cost review by engineering team	9/12 - 10/7/2022
Project presentations at TTAC	9/14/2022
Project scoring team reviews & scores projects	9/15 - 10/7/2022
TTAC meeting to prioritize projects	10/12/2022
NRPC finalizes projects for NHDOT review	11/4/2022
NRPC candidate projects & supporting documentation due to NHDOT	11/10/2022
NHDOT Project Engineering & Cost Review concludes	2/1/2023
TTAC recommends regional project priorities for the State TYP	3/8/2023
NRPC Commisioners finalize regional priorities for the State TYP	3/15/2023
NRPC submits priority projects to NHDOT for inclusion in the draft Ten Year Plan	3/31/2023