**June 28th 2019**

**Location: N.H. Department of Transportation**

**7 Hazen Drive Concord, NH Room 114**

**Member Present:**

Vice-Chair John Clegg (NH OHS)

Commissioner Robert Quinn (NH DOS)

Assistant Commissioner Plummer (NH DOS)

Captain William Haynes (NH OHS)

Michelle Marshall (FHWA –NH Division)

Dan Bennett (NH Auto Dealers Association)

Marilyn Costa (NH Drivers Education Teachers Associaiton)

Mike Dugas (NH DOT)

Pat Rainboth (Victims Inc.)

Howard Hedegard (Traffic Safety Specialist Contractor IPC at CHaD)

Julie Chizmos (BWANH)

Ben Maki (NH DOJ)

Brittney Shute (NH DOS DMV)

Vera Tucker (NH Motor Transportation Association)

Steven Piwowarski (US DOT PMCSA)

Andrew Player (NHSP –Troop G)

**Guests:**

Chelsie Mostone (IPC at CHaD)

Jennifer Tramp (NH OHS)

Ian Marsh (DOS DMV)

Sergeant Greg Dube (NH State Police C.A.R. Unit)

**Meeting start: 9:04am**

**Meeting end: 11:29am**

**Meeting Notes Taken By: Chelsie Mostone**

Captain William Haynes called the meeting to order and introduced Department of Safety (DOS) Commissioner Robert Quinn. Commissioner Quinn then had each person in the room introduce themselves.

Commissioner Quinn discussed his excitement with Prosecutor Ben Maki in regards to the positive movement forward with traffic safety violations. He also talked about the goal of making roads safer with current laws and how to get dangerous drivers off the road and asked the committee to look at changing a few things to make a difference, not everything at once. Commissioner Quinn stated that he talked with Concord High School students about how we can reach the at risk populations because this is an area that the state struggles to work with. He mentioned how drunk and drugged drivers are being given too many opportunities to injure others on our roadways. Commissioner Quinn challenged the commission to identify new opportunities to save lives on New Hampshire roads.

Commissioner Quinn then introduced Assistant Commissioner Perry Plummer. Assistant Commission Plummer discussed his background in fire service and with his own insurance agency. He mentioned that he looks forward to working as a member of the commission. He provided his cell phone number (603)419-0255 for members to call with any questions or concerns.

John Clegg, vice-chair, talked about the purpose of the commission, its partnerships and how many are brought together in the room today. He talked about the lives lost in comparison to history to 50 years ago when annually 50,000 lives were lost nationally compared to the current level of 37,000 lives lost. Mr. Clegg discussed the newest highway safety plan and the focus that has been put on media to reach at risk populations. He also mentioned the educational programming that was built into the plan and the enforcement of the current laws including distracted driving (hands free law) and occupant protection.

Mr. Clegg introduced Ian Marsh, DOS Department of Motor Vehicles (DMV), FARS (Fatal Analysis Reporting System) Supervisor, who gave an update on the state’s current highway fatalities. Ian is the new replacement after Glen Wilder’s recent retirement. Mr. Marsh stated that there are currently 33 total fatal crashes and the current number of fatalities is 39. He compared the 2019 numbers to the numbers of 2018 which had a very high number of fatalities. Ian discussed the increase in motorcycle fatalities since May 1st which have increased by 10 deaths as compared to 1 up until May 1st. He talked about the high number of fatalities (10) during the weekend of June 21st that resulted from just 3 crashes.

Mike Dugas, Department of Transportation (DOT) Highway Safety Engineer, asked about a certain crash that had happened and Mr. Marsh mentioned that the crash was not included in the numbers because the causation of the crash was found to be suicide.

Ian Marsh’s contact information: Ian.Marsh@dos.nh.gov or (603)227-4185

Mr. Clegg introduced the next speaker, Mike Dugas, Highway Safety Engineer with DOT. Mr. Dugas started his presentation by talking about initiatives that the DOT is taking part in to prevent crashes. He talked about the importance of rumble strips and how they are one of the improvements that the DOT has been adding to roads across the state because of their benefit. Mr. Dugas stated that the rumble strips have been and are being introduced to many of the high traffic roads in the state.

Mr. Dugas then discussed the department’s 2020 target setting for crash performance measures. He mentioned that they use crash data from previous years to create more accurate target setting. Mr. Dugas discussed the Highway Safety Improvement Plan (HSIP) performance measures that include the number of fatalities, the rate of fatalities and the number of serious injuries that coincide with the FHSP (Federal Highway Safety Plan) and NHTSA (National Highway Traffic Safety Administration). The plans performance requirements are designed to achieve safety performance targets, meaning that crashes are at or below predicted number, and make significant progress toward these targets. If targets are not met then the ability to flex HSIP funds are affected.

He mentioned that the DOT works together with the other state offices including the Department of Safety (DOS) when completing their performance reports. Target setting methodology is different in each state but in NH a 5 year rolling average is used, which identifies trends, reasonable assumptions, and adjustments to the target because of anticipated changes that could influence safety performance. For example, an adult seat belt law is on the horizon then they may expect fewer fatalities in crashes.

Mr. Dugas discussed the comparison of the number of crashes for both fatalities and serious injuries over the last decade and where the target setting was placed. While ending his presentation, he discussed the most recent performance in an effort to make a realistic target setting by looking at the increasing trend historically in New Hampshire, which is actually decreased when compared to 50 years ago when fatalities were at over 200 per year.

Julie Chizmos from the Bike Walk Alliance of New Hampshire (BWANH) asked where e-bikes fall in regards to target setting. Captain William Haynes answered that it has to do with the RSA and how they are identified. Ms. Chizmos mentioned that many communities are adding e-bikes and scooters. Captain Haynes mentioned that the entire concept needs to be put on the legislation because it all relates to how the e-bikes and scooters are classified. Ms. Chizmos mentioned it would be related to RSA 269.

Michelle Marshall asked about the spikes in crashes over the past decade and if there is a correlation with laws being put into place. She also mentioned how weather and other various factors could be influencing the increase and decrease in crashes.

Captain Haynes talked about how hand-held device distracted crashes have decreased by 50%, however overall distracted driving crashes, because of other factors, have increased by 30%. He also mentioned a new initiative for officers to take a bike pedestrian course before they are allowed to participate in any bike/pedestrian enforcement efforts.

Mr. Clegg talked about his concern with roads that do not have rumble strips and then he asked if we know what the crash data comparison is with roads that have since introduced rumble strips fatalities. Assistant Commissioner Plummer asked if it was possible to identify various roads and the data around crashes in the same areas since rumble strips were put into place. Mr. Dugas said it is possible but he does not have the data at this time.

Mr. Dugas mentioned the idea of how people complain about how something is not being done after a fatal crash happens but no one mentions an area when fatal crashes are not happening where various efforts of prevention have been introduced.

Mr. Clegg introduced Sergeant Greg Dube, the New Hampshire State Police Collision Analysis and Reconstruction Unit (C.A.R. Unit) Supervisor, who began by discussing his background with the unit and his passion behind the work to save lives on New Hampshire roadways. Sergeant Dube mentioned how crashes can be very severe but if someone is wearing a seat belt then the opportunity to survive is much higher. He then talked about the 3 impacts that happen in each crash; the car vs. whatever it is hitting, body to the seat belt (if worn) or against other items including the steering wheel as well the possibility of being ejected, and finally the organs of your body hitting the skeletal bones.

Sergeant Dube expressed the importance of the development of rumble strips and guard rails are working to prevent tragedies. He also talked about the equipment that his staff use to identify the causes of crashes. The Aras 360 takes measures for evidence on the roads and the Robotic Total System allows the calculations to be done faster. Recently the Aras 360 was changed over to FARO Reality which creates a 3D rendering (not a 3D model) of the crash. He mentioned that the next move will be toward a FARO Zone 3D Advanced utilizing Drone photography which takes thousands of photos as well as a 3D Scanner. The difference will allow for all the points to create an actual 3D model.

Sergeant Dube discussed how, more recently, they have started charging drivers with manslaughter instead of negligent homicide to differentiate between types of crashes especially when they are more severe cases. He talked about the importance of their investigations in determining the difference in charges as well as if charges are needed in each case. Sergeant Dube mentioned their high conviction rate because of the detail of their investigations and how he appreciated the calculations that the C.A.R. Unit takes into consideration when they are looking at crashes.

Mr. Clegg introduced Chelsie Mostone, the Highway Safety Specialist at the Injury Prevention Center with the Children’s Hospital at Dartmouth-Hitchcock, who is the coordinator for the Buckle Up New Hampshire program.

Mrs. Mostone stated that through the help of many the New Hampshire Traffic Safety Conference was a big success. There were approximately 220 attendees at the event and overall the conference received a 4.3 out of a possible 5 rating in the evaluations received from attendees. She suggested the opportunity to reach even more of a diverse audience by adding in credits for other specialties besides driver’s education hours, for example nursing and social work.

She talked about how these specialist attendees may not be the first people you think of when you talk about traffic safety initiatives, however they are the ones that are treating crash victims or dealing with the aftermath. Another point was made about how the conference was held on a Monday which can be a hard day for many to get out of work obligations. It might be beneficial to have the conference mid-week to allow for an increase in attendance.

Mrs. Mostone then talked about the new Seat Belt Challenge. With the older seat belt challenge model, many participating schools would send their fastest student athletes or their smallest students because they could get in and out of the car quicker. She mentioned how this greatly decreased the at risk population the seat belt challenge was originally used to target. The new challenge utilizes a national program called Think fast® Interactive. This program made the event into a game show with questions sent in by Mrs. Mostone with real data from the New Hampshire as well as New Hampshire laws.

She explained to the group how the winning school’s Principal put the trophy in the front of his athletic trophy case and he told her, “this trophy is just as important if not more important than any athletic win by our students. We want every student to see the success from that group and strive to win it again”.

Mrs. Mostone mentioned that overall the challenge did receive a 4.6 out of 5 rating on evaluations. However, she discussed moving forward into planning for the 2020 challenge, one hurdle she looks to address is finding another time of the year that works best for schools.

Mrs. Mostone talked about a group currently meeting to discuss the opportunity of New Hampshire adopting an adult seat belt law in the future. She made sure to talk about the one thing that the group has come to an agreement on, which is that New Hampshire already has a seat belt law, so the committee believes simply enhancing the law the state already has could be the way to save lives on New Hampshire roadways.

 She talked with the group about the committee’s goal toward moving forward to make a positive change by looking at all the best options as well as putting our best foot forward with legislation. The Seat Belts 4 All Committee meetings happen on the 3rd Monday of every month at the National Safety Council of Northern New England’s office located on 2 Whitney Road in Concord, NH from 1:30-3:30pm.

Mrs. Mostone welcomed new members who want to be a part of the conversation and be a part of the next safety movement in New Hampshire to attend the next meeting on July 15th, 2019.

Marilyn Costa mentioned to the group that another reason attendance was down at the traffic safety conference as well as their own drivers education conference in the spring was due to a decrease in continuing educational hour requirements for driver’s education instructors. Mrs. Costa said the hours use to be 75 per year and recently have gone down to 51 per year.

Mr. Clegg introduced Jennifer Tramp, the Public Information Officer at the NH OHS, who presented on utilizing media to promote change. She discussed how important words are and that they matter. Mrs. Tramp talked about the idea of using the word crash instead of accident because accidents are something that are unavoidable. She discussed the idea of reaching target audiences by using social media.

Mrs. Tramp talked about using the FARS data to create change and how words with data can make a difference, for example “147 people did not get home safely last year”. She also introduced the concept of using social media with the hashtag, #GetHomeSafe and also recognizing that everyone’s individual reason why to get to where they are going is different but meaningful. Collaboration is key and utilizing printed materials, media and training items creates the idea of knowledge and education matters. Mrs. Tramp gave an example of providing education in the opportunities when a ticket is not necessarily warranted because it can provide the change an individual’s perspective.

She also requoted the idea she heard at a conference previously that everyone has the reasonable expectation to arrive home safely every day, however with crashes that are happening each day that does not always happen. Mrs. Tramp encouraged each of the commission members in the room to think of their reason why, as she showed hers (her family).

Captain Haynes talked about the change in the hands-free law offenses. He talked about the increase in fines for the first two offenses and the introduction for a loss of license for the third offense. Captain Haynes talked about the language in the law and how they are collectively going to move forward to make changes. He mentioned how important the traffic safety commission is at promoting changes with various laws to ensure each one is made more effective.

Sergeant Dube asked if there was a statute of limitations on the offenses for the Hands Free Law and Captain Haynes answered by saying the first offense never goes away and can be combined years down the line. Mrs. Tramp and Mrs. Mostone talked about using the informational poster on the Hands Free Law at National Night Out Events across the state.

Mr. Clegg opened the floor for discussion from any other members.

Mike Dugas talked about a grant that the DOT received from FHWA. These funds will be used to broadcast a 30 second video regarding pedestrian safety to be aired later in July.

Sergeant Dube talked about how crash fatalities in Colorado since marijuana was legalized have tripled and what NH would do if it does get legalized here. He talked about how impairment is different in every person but identifying the type of impairment allows for an entirely new complication for officers.

Marilyn Costa discussed the driver education conference planned for November and stated that she is still looking for speakers and encouraged commission members to consider presenting or referring other possible speakers.

Vera Tucker asked if there was any information in regards to regulations for CBD oil because there are a few commercial drivers testing positive because many oils are labeled incorrectly as well as ingredients not labeled specifically for its users. Members did not have an answer for her.

John Clegg thanked members who attended as well as guest speakers. He ended the meeting at 11:29am.