**February 21, 2020**

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

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

**Attendees:**

Vice-Chair John Clegg NH OHS

Dave Topham, Granite State Wheelman

Mike Ramshaw, NH Fishercats

Jenna Raizes UNH Wildcats

Mark Armaganian, NH Liquor Commission

Gary Abbott, Associated General Contractors of NH Inc

Michelle Marshall, FHWA

Mike Dugas NH DOT

Pat Rainboth, Victims Inc.

Paula Bedard, BWANH

Jennifer Tramp, NH OHS

Michael Todd, NH DMV

Brittney Shute, NH DMV

Ian Marsh, NH DMV

Steve Piwowarski, FMCSA

Andy Player, NHSP Troop G Commander Marc Raposo, NH School Trans. Assoc.

Marilyn Costa, NH Drivers Education Teachers Association

Pat Sullivan NH Assoc of Chiefs of Police

Sherman Packard, NH House of Representative

Traci Beaurivage, NHMRO

Chris Buchanan, Captain Amherst Fire Rescue

Tim Blagden, member of the public

Vanessa Partington, NH OHS

**Meeting start: 9:00 AM**

**Meeting end: 11:45 AM**

**Meeting Notes Taken By: Vanessa Partington**

**Vice Chair John Clegg** opened the meeting at 9 AM, welcoming all attendees and asking that all go around the room and introduce themselves. Unfortunately Chair Patricia Conway was not able to be in attendance.

The group then went around the table and introduced themselves.

When Mr. Packard introduced himself he mentioned that he is working on a piece of legislation which would add an NH Motorcycle Rights Organization member to the TSC.

As an introduction to Ian Marsh’s FARS presentation, Mr. Clegg discussed the low motor vehicle fatality report for 2019. He thanked all those who had helped champion this effort and stated he believed this was due to the messaging, education, and enforcement pieces all coming together to make a difference in New Hampshire.

**Ian Marsh, DMV Fatal Crash Unit Supervisor**, presented on the state’s current fatality numbers for 2020, noting 13 fatalities / 12 crashes thus far. These numbers are higher than the same timeframe in 2019. Mr. Marsh did comparisons between 2020 and 2019, as well as 2019 and 2018. In 2019, there were a total of 100 deaths and 89 crashes. Mr. Marsh showed that several items to note were (1) an interesting difference between 2018 vs 2019 was that under age 21, fatalities are down by 66%; (2) for unhelmeted motorcyclists involved in crashes, 50% were fatalities; (3) 2019 had significantly lower overall fatalities than 2018, but June 2019 had more fatalities than June 2018.

Comments/Questions:

* Paula Bedard requested that bicycle fatalities be represented when appropriate. Mr. Marsh will provide this.
* Brittany Shute commented that the higher summer fatalities in June and all the media attention given to the tragic Randolph crash and messaging thereafter may have helped to bring down fatalities later in the year, since Oct – Dec 2019 were very low months when compared with historical trends.
* Mark Armaganian asked about the under age 21 data and requested a breakdown of fatals by age, from 15 ½ through 21. Mr. Marsh will provide this.
* Steve Piwowarski asked, are we studying why the decrease in fatalities? It seems it is hard to get specific data on the reason the trend is so up one year and down the next. Ian Marsh answered that with the more crashes towns are submitting through the e-Crash program DMV is looking at submissions to explore and understand the crash & fatal trends.
* Michelle Marshall asked if there was any known correlation between crash fatalities decreasing and the drug opioid deaths also decreasing. Pat Sullivan answered that in regards to the drug opioid crisis, the deaths are decreasing, not in conjunction with overdose decreasing, but instead due to the use and availability of Narcan; overdose numbers have unfortunately not actually decreased.

John Clegg requested a quick update from **Mark Armaganian regarding the DRE program**. Mark stated there are currently two DRE classes per year, coordinated by the State, and the NH Liquor Commission also has funding secured for the ARIDE program. Mr. Armaganian mentioned from his law enforcement experience, he knows that skills to identify drug usage and/or intoxication diminishes over time. The ARIDE course helps with this basic skill set and is a precursor to the DRE level. Mark mentioned they are also trying to develop a third course. ARIDE is a robust, healthy program and officers throughout NH are interested in taking it. The NH Chiefs of Police Association also helped drive this forward and Mark thanked them for their help and this collaboration of effort. Mr. Clegg then asked about the DREs and how does it work when a Police Department calls for a DRE to come to the field. Mr. Armaganian stated, the call comes in to NH State Police dispatch and Chris Hutchins (NH Liquor) has a compiled list of available DRE’s by geographic areas throughout the State. The closest available DRE is then contacted and sent to the scene. Mr. Armaganian stated once this was organized by Mr. Hutchins, it has solved the problem of the time that an officer in the field is waiting for a response and knowledgeable help to arrive, so that evidence is not diminishing and the officer is not sitting in a possibly precarious location on the side of the road.

**Chris Buchanan, Captain of Amherst Fire Rescue and an employee of NH DOS EMS** gave a presentation entitled “Systematic Transportation Safety: Engineering Physics & Behavioral Psychology into Roadway Design”. He became interested in EMT safety as a teenager when he noticed new stop signs and other physical traffic control increasing in his village of Amherst NH, when he was a young driver. He saw these changes, but noticed there was no change in people’s behavior. The first crash he professionally responded to was in spring 2007, an enormous crash with many fatalities on NH Route 101. Mr. Buchanan described himself as a ‘reactionary traffic safety person’. From these experiences, he began to ask, what makes drivers behave as they do? Although we tend to attribute crashes to ‘bad drivers’, but that’s not really possible. Why do we see drivers constantly sitting the left lane, which is supposedly to be the passing lane? Mr. Buchanan stated an MIT study was conducted to look at speed and risk as well as lane discipline and risk; it found that lack of lane discipline was more indicative of unsafe outcomes than was speed. Speeding may be more addressed, but sitting in the left lane breeds unsafe behaviors. There are all different types of drivers, who are all human and flawed. Driving is probably the most cognitive task that each do every day. Intrinsic motivation will be the highest motivating factor in changing a driver’s behavior. The majority of our roadways are based on the highway-type design, but this doesn’t necessarily work as a universal model. Highways are designed to get people from point A to B comfortably and safely, at high speeds. This model is effective on highways, but not on all roads. A comparison of highway vs. public zone/neighborhoods was shown along with a couple pictures in which attendees were asked to look at a roadway and guess the speed; the entire audience was incorrect, proving that people get the context from the road itself and not the signs along it. Mr. Buchanan recommended the book ‘Traffic’ by Tom Vanderbilt which is about behavioral psychology and road design. Vision Zero is a European initiative to drive down traffic fatalities. A comparison was shown of the Netherlands vs. US fatalities per capita per day. The US has 110; the Netherlands have 37. Significant changes are needed in physical safety measures, such as barriers and roadway surface changes, when the road is being constructed/re-constructed anyhow, so not as to incur undue cost. Recommendations are to follow design guidelines which include (1) acknowledging human flaws and the fact that we will all make mistakes and have vulnerable bodies – our current systems are made for operators who do not make mistakes; (2) separate users with physical barriers; (3) alter behavior; (4) make in-town roadways so they feel they cannot go faster than 30-35 mph (which indicates a mixture of motor vehicles and pedestrians and bicycles). This means using signs in the road, lane narrowing, textured roads and breaking down linearity of the roadway, etc. – all of which will lead to self-enforcement. Consider different roadway categories and design them appropriately as to their location and use. In 2019, Amherst NH adopted the “Complete Streets” policy & design approach to work toward these recommendations.

Comments/Questions:

* Mike Dugas commented that NH DOT, DOS, and Chiefs of Police Association have formed an advisory and are working together to counter speeding and measure behavioral effectiveness of these efforts.

**Mike Ramshaw, President of the NH Fishercats** presented regarding the programs they are working with and conducting paid advertising for. Mike states he comes from two different perspectives – that of a father and family man as well as a business perspective. The two programs he is overseeing include the Buckle Up NH & Drive Sober campaigns.

For both campaigns, the following is being accomplished:

* in stadium signage is shown, which can also be seen from NH 293
* a coupon book is given to patrons with messaging
* game day programs are printed with messaging
* digital banner advertisement
* 15 second video board commercial is shown
* 30 second radio ad is run on NH Fishercats Radio network, which is through iHeart Media
* Social Media postings & relevant campaigns are done in conjunction with NH OHS as well as NHTSA
* Interactive Musical chair game with young kids using seat belts (Buckle Up NH program only)

Comments/Questions:

* Mark Armaganian thanked NH Fishercats & UNH Wildcats for their partnerships and being great licensees to work with throughout the years. They have help aid the ‘Fatal Choice’ initiative and also with community outreach; these partners take seriously ‘Drink Responsibly’ advisory and making good choices and have been phenomenal to work with in regards to youth initiatives.

**Jenna Raizes, General Manager of the University of NH Wildcats** presented regarding the program that UNH is working in contract with NH OHS. She is also appreciative of the effective partnerships of all the attendees that were present. The UNH Wildcats represent 20 sports and 500 student athletes. The materials the Wildcats have developed for informing the public and students of the dangers of impaired driving include:

* mash up videos
* social media
* signage
* print ads
* in game promotions with NH specific statistics – 6 stats with 18 minute airtime each
* video messaging
* radio network messaging

These promotional materials are aimed at informing the public of the dangers of impaired driving, specifically ‘if you feel different, you drive different’. Ms. Raizes showed several PSAs, including a new format they are developing with a team coach and an NH State Trooper, speaking against this issue from their own areas of expertise and unique viewpoints. This specific format has doubled their online views and shares/retweets. The promotional materials will be specifically aired more often during & prior to events such as homecoming, spring break, St Patrick’s Day, Cinco de Mayo and graduation – when celebrations which may involve alcohol take place.

**Jennifer Tramp, NH Office of Highway Safety, Public Information Officer** briefly detailed what she is working on including:

* the contracts with UNH Wildcats & NH Fishercats, stating a Distracted Driving campaign is in the works with these partners as well
* Distracted Driving Task Force is developing a tool kit that will be rolled out to 17 schools in April, to launch Distracted Driving month
* Motorcycle Task Force – an NH specific campaign “Live Free, Ride Smart” which promotes safe driving around motorcyclists; the Motorcycle Group for NH has the “Ride NH day” set to launch on May 30th at McIntyre Ski Area where there will be food vendors and entertainment; this just prior to the riding season and Bike Week, which will have the continue the campaign, more specifically called “Ride Smart to Laconia” initiative for motorcyclists
* Speed Task Force - NH DOT, DOS, DMV, Chiefs of Police are applying for a $200k grant for physical roadway components to deter speeding; this RFP is due 3/1.
* GSTV: working with this partner to develop 15 second PSAs for the gas station monitors at stations throughout NH, regarding speed and distraction.

Comments & Questions:

* Steve Piwowarski from FMCSA will share “Our Roads, Our Safety” campaign with Jennifer. Also he mentioned “Teens in Trucks” which is shared with new drivers in order to give them a perspective of a commercial driver’s point of view and change some driving habits in young drivers. Andy Player, Troop G Commander, agreed the “Teens in Trucks” program in driver’s education school has good growth and gives education to teens.
* Marilyn Costa stated the Driver’s Education Teacher’s Meeting will be March 28 and all the teachers are discussing the “Teens in Trucks” being a great program. She also requested any additional presenters who are interested to please get in contact with her.

Steve Piwowarski stated he sees great opportunity in this combination of people and collaboration between all represented agencies, and appreciates motor carriers being a part of this commission. Separately, Mr. Piwowarski stated he sees an issue with commercial drivers getting their CDL taken away due to drug or alcohol issues and then they get an operator’s license; FMCSA are seeking a denial for a non CDL license for those who must turn in the CDL after testing positive for drugs/alcohol. He stated this would be an issue that DMV may be seeing and that everyone ought to be aware, as we are all sharing our roadways.

* Traci Beaurivage asked what about drugs – how can we be proactive against marijuana that is most likely coming to our state for recreational use?
* John Clegg stated he and Captain had been talking about this, especially with young people and wondering if the School Resource Officer would have any insight.
* Mark Armaganian stated the DRE program fits well into other initiative, impairment is impairment’, which includes educational components and community outreach.
* Sherman Packard stated that marijuana is coming to us and going to be a serious problem, as we have seen in Colorado.

John Clegg presented the **TSC Annual Report** and asked for feedback and any changes that the Commission may have. Several items were brought forward and Mr. Clegg presented the suggestion Mr. Benjamin Maki had previously brought to his attention (since Mr. Maki was unable to be in attendance). After these changes, all members voted to accept the report which Patricia Conway had prepared. Mr. Clegg thanked members and welcomes any topics for the agenda at the next meeting from the TSC members. The meeting concluded at 11:45 AM.