

Housekeeping notes

- Meeting is being recorded
- Please keep yourself on mute when not speaking to avoid background noise
- Video off unless speaking
- The meeting is expected to take 60 minutes; time for questions in the middle and end
- Chat is being monitored for questions
- Joining from a different Zoom account → message Richard
- Tech issues: please direct message Richard Perce in the Zoom chat or you can email at richard@anthropop.com

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Agenda (60 min) Recap from March 18th (8 min) Questions from the chat (5 min) Road/Lane Departure data categories (8 min) Breakout Instructions (3 min) Breakout rooms with Mural (25 min) Next steps (3 min)

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Q&A (8 min)

Recap from 3/18/2025 meeting

- Review of Human Behavior categories
 - Impaired, distracted, sleepy/fatigued, speed/aggressive, no safety restraint, older, younger
- Safe System Approach and Design Hierarchy
- Mural implementation countermeasures

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HUMAN BEHAVIOR EMPHASIS AREA:



SAFE **ROADS**

Design self-enforcing roads

- Implement speed management or visual friction infrastructure i.e. landscaping
- Implement road diets Implement calming measures in high-conflict areas (speed humps, narrower lanes, etc.)

 Install dynamic speed feedback signs

Incorporate more forgiving design elements

Provide 5' paved shoulder

- · Rumble strips and other attention devices
- Enhanced roadway delineation (example: larger edgelines with reflective beads)

Install enhanced safety infrastructure

- Enforcement support infrastructure (High-visibility enforcement locations, infrastructure supporting enforcement)
- infrastructure supporting enforcement)

 Warning systems & detection technology (Real-lime warning systems in aggressive driving hotspots, wrong-way & reckless driver detection systems, warning signs at rural-to-urban transitions, enhanced lighting in high-DUI areas)
- Traffic calming infrastructure (Gateway treatments, roundabouts, chicanes)

Improved visibility and delineation systems

- Pedestrian crossing enhancements (Crosswalk visibility improvements, overhead lighting, RRFB/PHB/HAWK signals)

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SAFE ROAD USERS

Institutional Policy Programs

- Targeted community outreach (Rural communities, marginalized populations, cultural initiatives, high-crash areas)
- high-crash areas)

 Behavior-specific education (Speed awareness, impaired driving, distracted driving, fatigue awareness, child restraint/seat belt safety)
- awareness, child restraint/seat belt safety)
 General public awareness campaigns (Media buys,
 public information, "Just Drive" initiatives, zero
 tolerance education)
 Specialized education & social norming (Young
 driver programs, vehicle technology, professional
 driver awareness, social norming campaigns,
 community-based interventions)

Targeted Behavioral Programs

- Driver education & impairment prevention (Youth/young driver education, speed awareness courses, DUI prevention, cannabis/alcohol education, fatigue management
- Enforcement & judicial programs (High-visibility enforcement campaigns, Drug Court programs, judicial education, mandatory anger management) Screening & intervention (Expanded screening and referral to treatment, seat belt observation surveys)
- Passenger safety programs (Child passenger safety/restraint, education on correct restraint use)

Institutional Policy Programs

- Targeted community outreach (Bilingual child passenger safety events, cultural outreach progri family education, private-host parties awareness, family safe driving agreements)
- Enforcement/sanction policies (High BAC sanctions DUI offender license plate sanctions, drink service limits, server intervention training)
- limits, server intervention training)

 Legislative/regulatory policies (Open container prohibition, BAC limit reduction, cell phone ban, licenser enewal testing, BAC test refusal elimination restraint policy research)

 Workplace/employer policies (Distraction policies, employer parterships, workplace safety initiatives, corporate safety programs, fatigue management)

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SAFE SPEEDS

Data-Driven Speed Management

- Data-driven speed management (Speed limit setting, speed management near high-risk locations, entertainment districts, 8 high distraction areas)

 Enhanced penalty legislation (Support legislation to strengthen penalties for racing or excessive speeding 25 hMPH over speed limit)
- Rural crash data collection (Collect local crash data in rural areas)
- Distracted driving data improvements (Improve data collection methods and reporting for distracted driving)

Automated Enforcement Systems

- Officer training & certification (Standardized Field Sobriety Testing, Drug Recognition Expert certification, ABIDE training, re-offines/felony identification).

 Automated enforcement technology (Red light cameras, confirmation lights, speed measuring devices for work zones)

 Enforcement operations (Primary enforcement for rear passengers, high-visibility enforcement for rear passengers, high-visibility enforcement the checkpoints, nightlime belt enforcement).

- Legal/judicial processes (Improved impairment recognition/conviction, increased DUI prosecution court education for re-offense identification)

Context-Sensitive Speed Solutions

- Warning systems in complex traffic areas
 Speed management in location-specific contexts
- Speed reduction in high-pedestrian areas(selfenforceing, ped refuge, hoalistic approach, engineering solns)

Integrated Enforcement Programs

- Targeted timing enforcement (Enhanced enforcement during high-risk times, nighttime belt enforcement, 100 Days & Nights of Summer Enforcement, coordinated nighttime enforcement)
- High-visibility enforcement (HVE) (Highly publicized enforcement campaigns, cell phone law enforcement. DWI enforcement campaigns)

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SAFE VEHICLES

Advanced Driver **Assistance Systems** (ADAS)

- Crash avoidance technologies
- Advanced occupant protection systems
- Intelligent speed adaptation systems Support connected vehicle warnings for aggressive maneuvers

Vehicle Monitoring Technologies

- Driver monitoring systems (distracted, impaired, tatigued, etc.)
- Vehicle-based compliance monitoring
- Encourage use of vehicle telematics to monitor driving behavior
- Speed governing technology for fleet vehicles

Safety Compliance Enforcement

Standardize targeted inspection blitzs of commercial vehicles by state police and ports of entry staff

Safety Compliance

- · Enhanced seat belt reminder systems

- Enhanced seat belt reminder system
 Phone use prevention technology
 Encourage technology to eliminate
 cell phone use while driving
 Tax incentives for replacing outdate
 vehicles with newer vehicles that
 have safety features

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POST-CRASH CARE

Enhanced Emergency Response Protocols

- Specialized rash response protocols (DUI crash response protocols, road rage incident protocols, enhanced extraction procedures) Emergency response optimization (Emergency response routing based on speed risk areas)

- Driver fatigue countermeasures (Additional rest stops) Transitional zone warnings (Warning signs at rural-to-urban transitions)

Emergency Responder

- Training Program Enhanced detection training for responders
- Training for emergency responders on handling aggressive drivers
 Specialized trauma care protocols
- Crash Data Management

System

- Data collection for speed-related crashes Multi-factor crash documentation
- · Child safety restraint observation survey
- Improve crash data collection and reporting

Multi-Agency Coordination Framework

- Healthcare & substance abuse coordination
 Emergency services integration
- Repeat offender monitoring
 Judicial system improvements (Improve court awareness and communication)

NMDOT SHSP website

We need your help! Here are a few ways for people to get involved:

- Official sign-up for IAWG
- Attend meetings and join us at local events
- Past meeting materials posted
- Updated VRU report

https://newmexicodotshsp.com/

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Questions from the chat...?

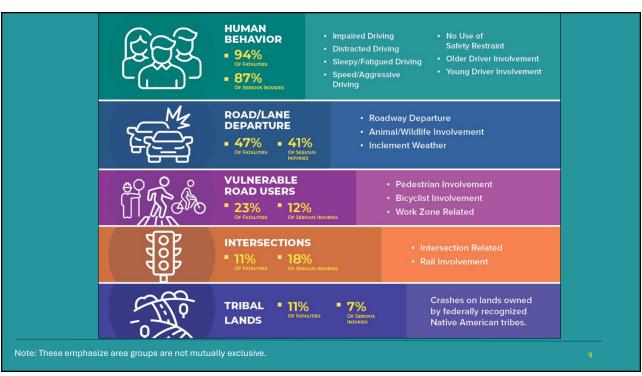
Emphasis Areas from 2021 SHSP

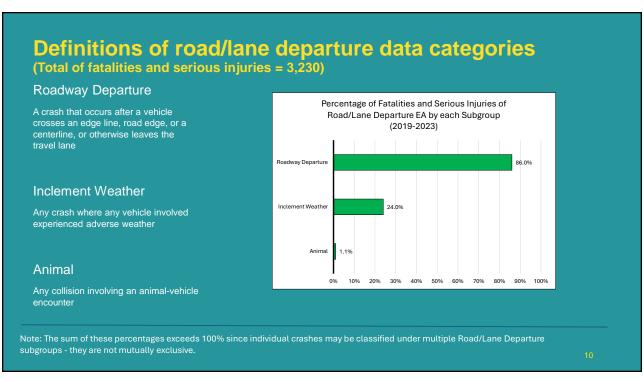
Safety Emphasis Area*	% Fatalities in New Mexico	% Serious Injuries in New Mexico
	(2,208 total from 2019-2023)	(5,349 total from 2019-2023)
Impaired Driving	55.9%	18.6%
No Use of Safety Restraint	51.3%	27.3%
Roadway Departure	41.5%	35.2%
Speed/Aggressive Driving	41.2%	46.0%
Distracted Driving	38.5%	44.5%
Pedestrian Involvement	21.5%	9.5%
Heavy Vehicle Involvement	17.6%	10.1%
Older Driver Involvement**	16.3%	16.6%
Young Driver Involvement**	14.7%	18.7%
Motorcycle Involvement	12.2%	13.5%
Tribal Lands	11.3%	7.4%
Intersection Related***	11.1%	18.3%
Inclement Weather	8.9%	10.9%
Sleepy/Fatigued Driving	1.9%	2.4%
Bicyclist Involvement	1.8%	2.2%
Transit/Bus Involvement	0.6%	0.9%
Animal/Wildlife Involvement	0.4%	0.5%
Work Zone Related	0.2%	0.2%
Rail Involvement	0.05%	0.02%
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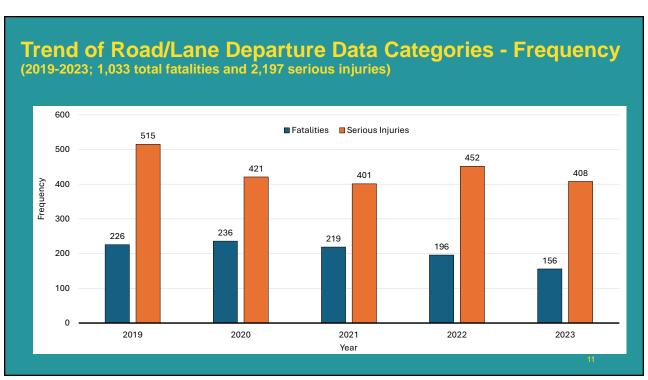
^{*}Multiple emphasis areas may be assigned to one crash - they are <u>not</u> mutually exclusive.

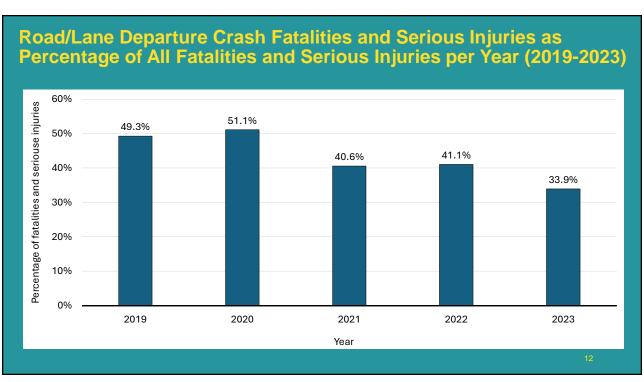
^{**}Older drivers are of age 65 and over. Younger drivers are of age 15-20.

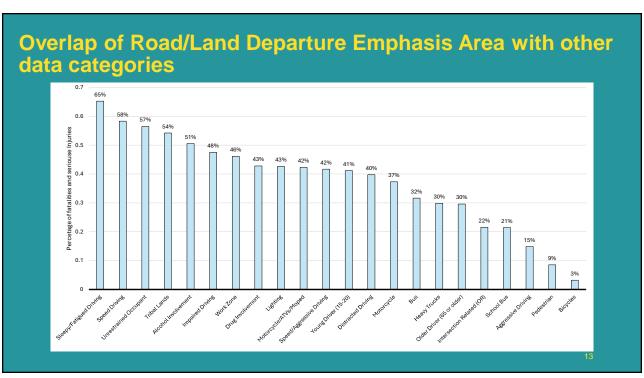
^{***}Data on intersection related emphasis area is unavailable for 2019 crash data. Percentage may be underrepresented.







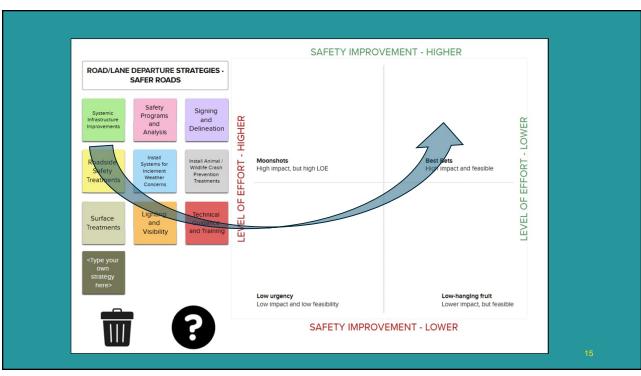


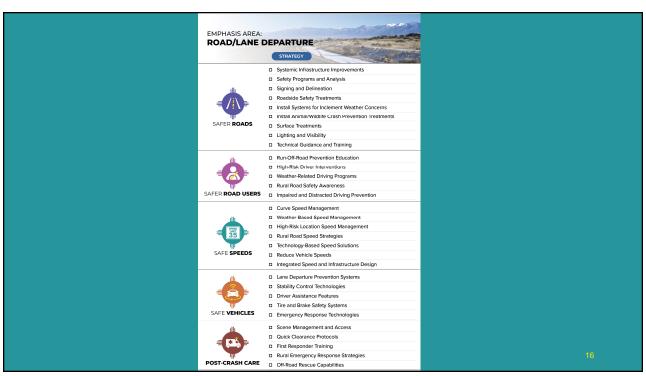


Discussion – Mural

- Share new or missing:
 - Strategies
 - Ideas
- Comprehensive approach
- Feedback will steer the implementation guide with specific countermeasures
 - High safety improvement + low LOE = more desirable
- Facilitator will insert Mural link in each breakout room for attendees to access the Mural.

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Questions on goals for breakout rooms or strategies?

Head to your breakout rooms – 25 minutes! See you back here at 11:50AM

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Your assignments/homework

- Share recommendations with the project team
- Share the project website with your networks (https://newmexicodotshsp.com/)
- Propose future meeting topics
- Recruit more IAWG members direct them to the website!
- Support implementation of strategies
- Review and provide input on upcoming deliverables
- Attend next meeting:
 - Wednesday, June 18th, 2025 @ 2PM
 - Topic: Roadway Departure Part 2

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Questions? Contact info Jason Coffey – jason.coffey@dot.nm.gov Tommy Myszka, PE, RSP1 – tommy.myszka@jacobs.com