



***ONE IS TOO
MANY***

Maine's Strategic Highway Safety Plan

Letter from governor

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Note: This Plan represents the common goals and strategies of those represented by the Project Team. Each Agency and Group may also have its own Plan that further details efforts pertinent to the Emphasis Areas and/or additional areas of interest to that Agency or Group.

Endorsement Sheet

Strategic Highway Safety Plan Partners

These partners have contributed significantly to this document and are committed to working together to meet the goals and objectives herein. Our work does not stop with the development of this plan; additional partners are needed if we are going to truly make a difference.

MAINE DEPARTMENT OF TRANSPORTATION
MAINE DEPARTMENT OF HEALTH & HUMAN SERVICES
~ Center for Disease Control ~
MAINE DEPARTMENT OF THE SECRETARY OF STATE
~ Bureau of Motor Vehicles ~
MAINE DEPARTMENT OF PUBLIC SAFETY
~ Bureau of Highway Safety ~
~ Maine State Police ~
~ Maine EMS ~
MAINE DEPARTMENT OF EDUCATION
MAINE DEPARTMENT OF LABOR
FEDERAL HIGHWAY ADMINISTRATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
BRUNSWICK POLICE DEPARTMENT
YORK POLICE DEPARTMENT
PENOBSCOT COUNTY SHERIFF'S DEPARTMENT
MAINE CHIEFS OF POLICE
MAINE SHERIFFS ASSOCIATION
MAINE TURNPIKE AUTHORITY
MAINE ASSOCIATION FOR PUPIL TRANSPORTATION
MAINE OPERATION LIFESAVER
MAINE TRANSPORTATION SAFETY COALITION
MAINE YOUTH ALTERNATIVES
MOTHERS AGAINST DRUNK DRIVING (MADD)
STUDENTS AGAINST DESTRUCTIVE DECISIONS (SADD)
AARP
BICYCLE COALITION OF MAINE
ONE BEACON INSURANCE GROUP
LIBERTY MUTUAL INSURANCE COMPANY
AAA OF NORTHERN NEW ENGLAND
STATE FARM INSURANCE COMPANY
ANDROSCOGGIN TRANSPORTATION RESOURCE CENTER
GREATER PORTLAND COUNCIL OF GOVERNMENTS

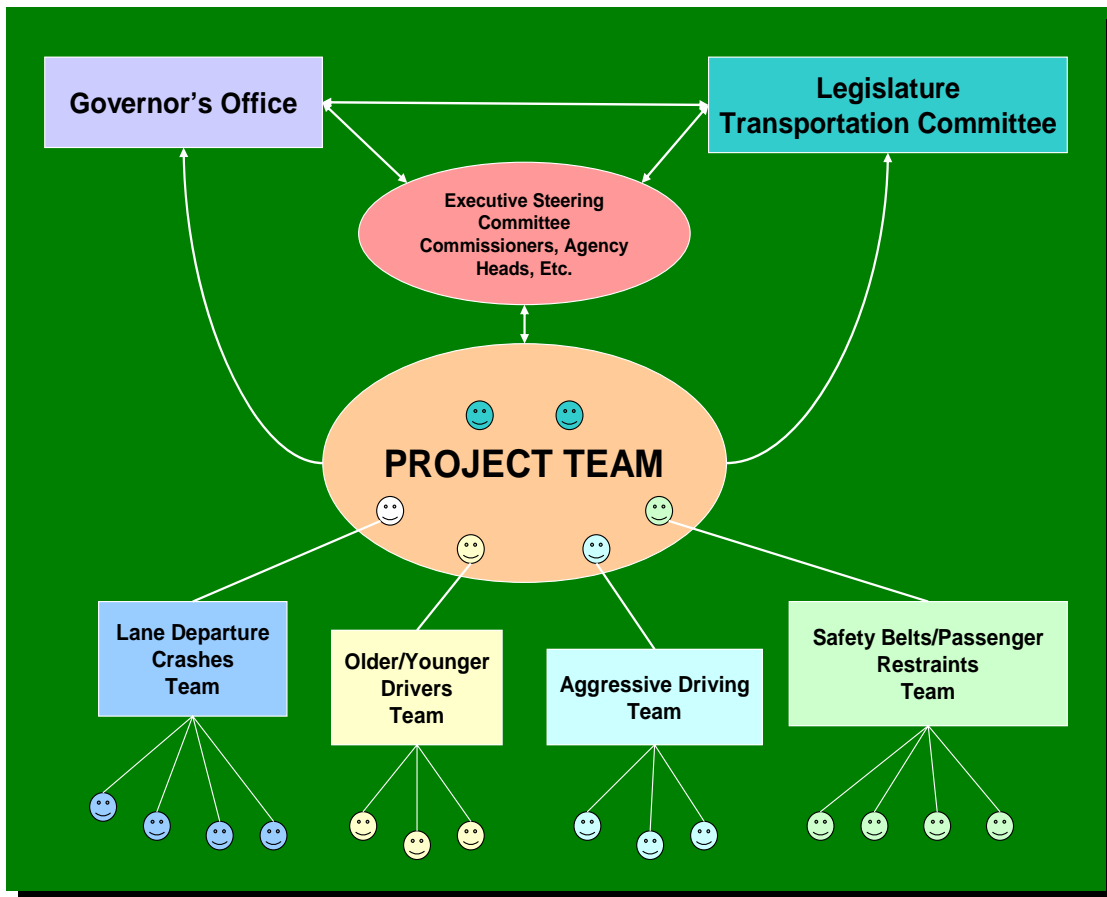
Executive Steering Committee

David Cole – Commissioner, MaineDOT (Champion)
Michael Cantara – Commissioner, Department of Public Safety (Champion)
Jonathan McDade – Division Administrator, Maine FHWA
Steve Piwowarski – Division Administrator, Maine FMCSA
Phil Weiser – Regional Administrator, NHTSA
Susan Gendron – Commissioner, Department of Education
Matthew Dunlap – Secretary of State
Dr. Dora A. Mills – Director, Bureau of Health
William Peabody – Director, Bureau of Labor Standards
Paul Violette – Executive Director, Maine Turnpike Authority
Private Sector – AAA, AARP, Insurance Industry

Role of the Steering Committee

- Clearing Roadblocks
- Implementation Support
- Confirmation of Strategic Direction

Project Team Relations



BACKGROUND

Maine is a predominantly rural state with a quality of life that is second to none. The lifestyle we enjoy is due, in large part, to the transportation network that connects the far reaches of our state. These roads serve as the thread that connects our communities. Our highway infrastructure is the lifeblood of the state's economic vitality, making connections and providing recreational opportunities for our families and visitors. Unfortunately, the influence vehicle crashes impose on our way of life is very significant. The crash numbers are substantial, but the personal impact felt by the family and friends of those involved, injured, or killed is immeasurable and long-lasting.

In 2004, there were over **35,000** crashes reported on Maine's public roads – that's about **100** a day! Vehicle crashes on all Maine roads resulted in **194** fatalities and about **14,700** injuries, with an estimated economic impact of **\$1.2 billion**. The downward trend of fatality data over the past 30 years indicates that our efforts are having a positive influence and that we are making a difference. Focused investments in the safety of our highways can significantly reduce these costs.

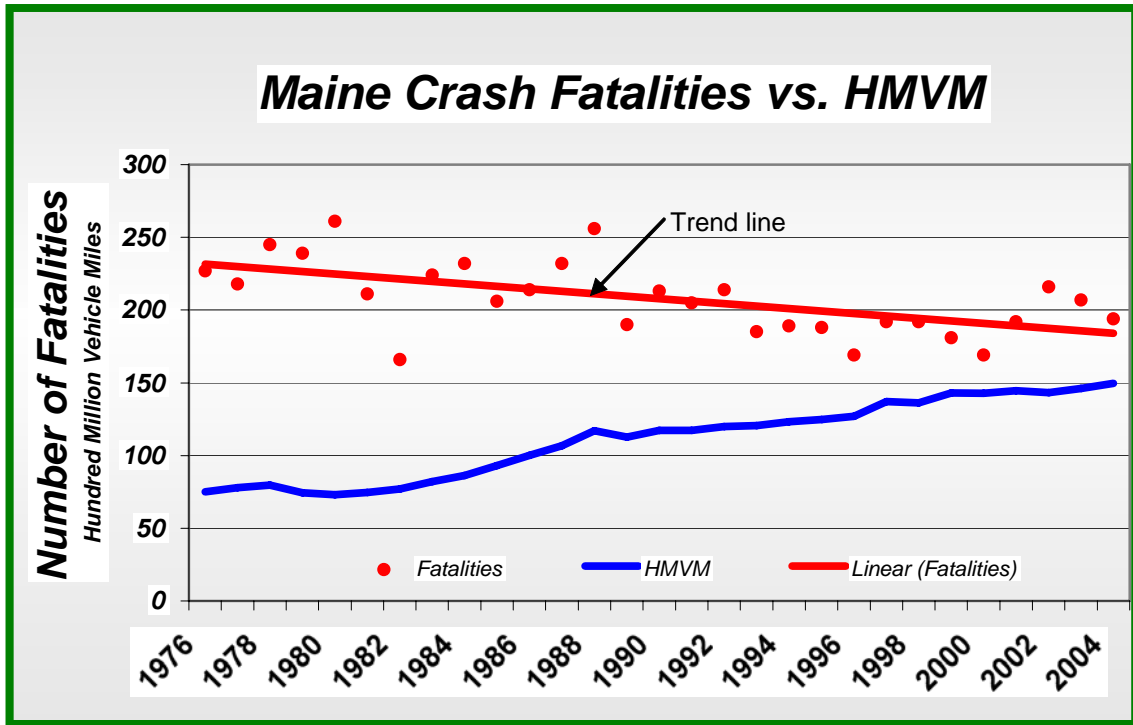


Figure 1

What is “One is Too Many”?

One is Too Many recognizes that just one fatality, incapacitating injury, or crash is too many. As a society, we should not accept the death of our relatives, friends, and neighbors in preventable traffic crashes, as a sad fact of life. This plan represents a collaborative approach to highway safety in Maine. It is focused on drawing public and private safety partners together, recognition of existing safety efforts, and the coordination of a statewide safety vision and strategies. Though we cannot prevent all crashes, we should be able to make them more survivable, limiting injuries to those that are recoverable.

In September 2003, the state held its first Safety Summit to discuss the issues facing the transportation community. This resulted in a strong definition of the problems, but no action plan to address the problems. A second Safety Summit, held in September 2004, resulted in the designation of a team to lead the state in the development of a State Highway Strategic Safety Plan (SHSP). Through the cooperation of the partners, a vision to create a significantly safer highway transportation system in Maine by 2008 was endorsed. This vision aligns with a national goal of reaching a rate of 1.0 fatality per Hundred Million Vehicle Miles (HMVM) traveled by 2008. Figure 2 (below) reinforces the fact that if Maine continues at its current level of performance, we will not reach the national goal until 2016. We must be more aggressive with our safety programs and strategies to address Maine's transportation safety challenges.

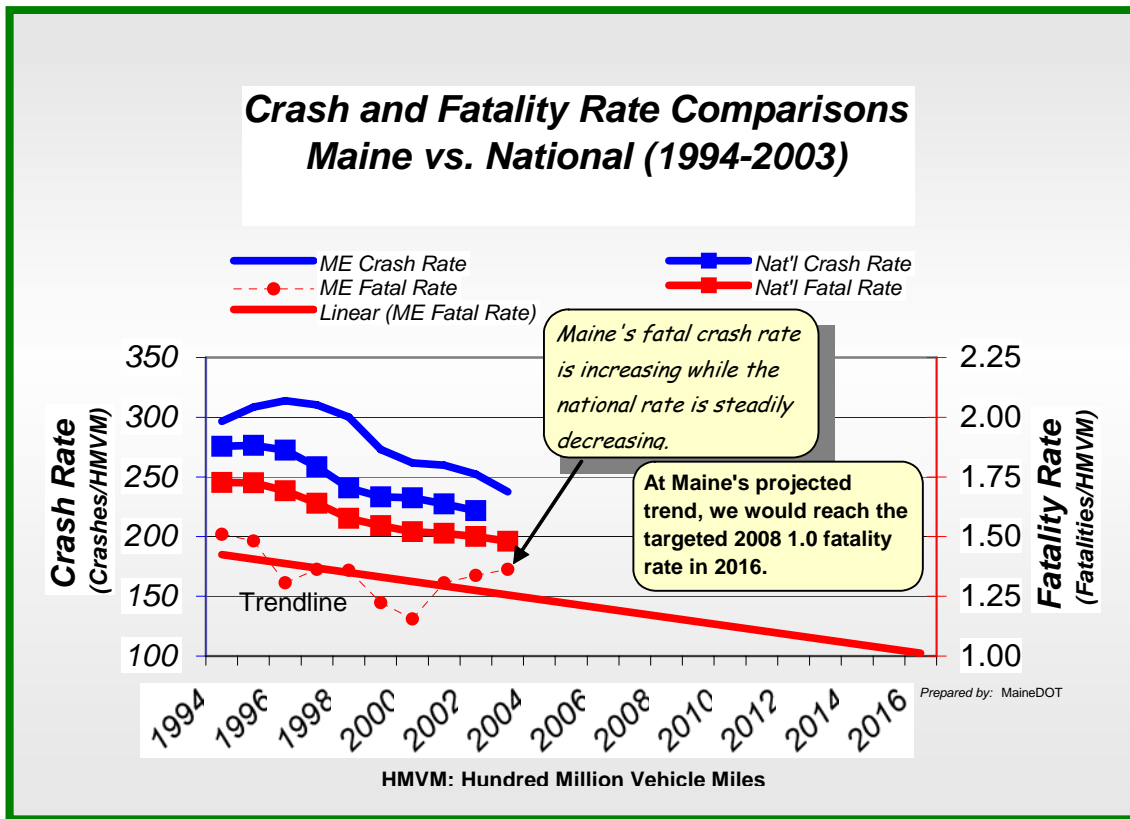


Figure 2

To attain our goals, Strategic Highway Safety Planning Working groups were formed to develop and/or endorse strategies that focus on opportunities around Maine's 4 emphasis areas (**Safety Belts / Restraints, Lane Departures, Younger / Older Drivers, and Aggressive Driving**). The strategies were developed in collaboration with public and private safety advocates, and are intended to complement the strategic plans of participating agencies. The plan will be updated annually to ensure that it effectively addresses current issues affecting fatalities and incapacitating injuries in the state of Maine.



*Create a significantly
safer transportation
system in Maine by 2008.*

Vision for **One is Too Many**

EMPHASIS AREAS

The four major Emphasis Areas and key objectives

Safety Belts / Passenger Restraints	Focus on increasing Maine's safety belt use and encourage the proper use of child safety restraints.
Lane Departure Crashes	Identify and maintain the overall quality and safety standards of the road, especially in high crash locations.
Younger / Older Drivers	Identify those most at risk and develop specific crash reduction programs.
Aggressive Driving	Determine the frequency of road crashes related to aggressive driving and develop appropriate countermeasures.

SAFETY BELTS / PASSENGER RESTRAINTS

In 2002, Maine had the third lowest safety belt use rate in the nation, a mere 59.2%. Proper uses of safety restraints have proven to be the most effective way to prevent deaths and reduce injuries when occupants are involved in a traffic crash. Therefore, implementing programs and projects designed to increase safety belt use remains a priority for our state. As a result of ongoing programs initiated by our Governor's Highway Safety Representative and administered through the Bureau of Highway Safety (BHS), Maine has witnessed an impressive increase in use over the last three years. Safety belt use has increased from 59.2% in 2002 to 72.6% in 2004, with the most recent observational study conducted in 2005 revealing a use rate of 75.8%. In light of those recent increases, our safety belt use rate still falls short of the national average. The National Highway Transportation Safety Administration's (NHTSA) 2005 National Occupant Use Survey estimates that 82% of all adults use their safety belts. NHTSA statistics show that an improvement to 90% could result in 20 lives saved. **Continued effort in education, effective legislation, and effective enforcement is vital to Maine's transportation safety interests.**

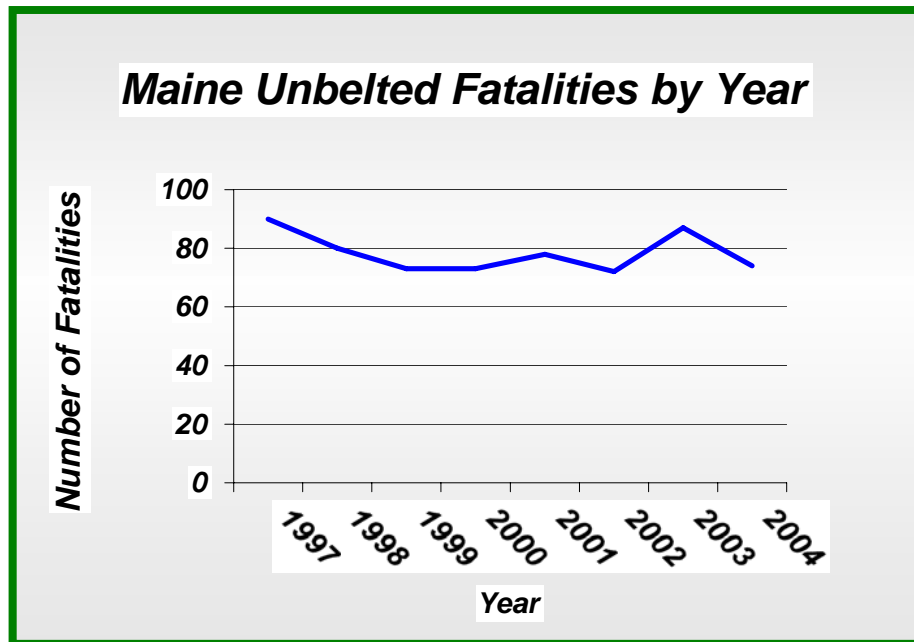


Figure 3

The number of unbelted fatalities dropped from 90 in 1997 to 74 in 2004. Over the last eight years there have been 627 fatalities directly attributed to non-use. This number reflects only those fatalities that occurred as a result of an unbelted occupant.

The strategies identified below are intended to support the performance goals and objectives as established by the Bureau of Highway Safety.

Performance Goals:

- Reduce the percent of fatalities due to unbelted occupants from 49% in 2004 to 47% in 2006,
- Reduce the injury rate from 98.8% in 2004 to 90% in 2006.

Performance objectives:

- Increase safety belt use from 72.6% in 2004 to 80% in 2006,
- Increase the awareness of correct usage of child safety seats for birth through age seven.

Strategies:

- FY2006 Safety Belt Observational Study – Support BHS annual study to measure the progress in use rates.
Cost: \$50,000 (NHTSA 402 funding)
Timing: May - June 2006, annual observational study
Lead: BHS
- Program Management - Support public information, education, procurement and distribution of printed materials and promotional informational items, and workshops for occupant protection.
Cost: \$15,000 (402)
Timing: 2006
Lead: BHS
- Child Passenger Safety Restraint Study - Support observational study of child passenger safety restraint use.
Cost: \$50,000 (402)
Timing: 2006
Lead: BHS
- Occupant Protection Enforcement - Support BHS in national high-visibility enforcement and education campaigns (***Click It or Ticket***) as a major component of reaching our increase in safety belt use.
Cost: \$25,000 (402)
Timing: first effort on-line May 2006
Lead: BHS
- Encourage passage of an effective primary safety belt law.
Cost: TBD
Timing: next full Legislative Session (January 2007)
Lead: DPS, Dept of Health and Human Services, and MaineDOT

- Child Passenger Safety Technicians and Instructors - Support BHS plans to expand its current number of technicians and instructors by offering the NHTSA-approved training course at the Maine Criminal Justice Academy, in order to involve more law enforcement officers in child passenger safety.

Cost: \$10,000 (402) FY 2006 BHS Highway Safety Plan
Timing: ongoing
Lead: DHHS w/BHS
- Child Passenger Safety Education Program - BHS will continue its successful child passenger safety education program.

Cost: \$60,000 (402)
Timing: ongoing
Lead: DHHS w/BHS
- Support and promote Federal Motor Carrier Safety Administration's (FMCSA) commercial motor vehicle (CMV) safety belt partnership program. In Maine, CMV safety belt usage is at 56%.

Cost: TBD
Timing: ongoing
Lead: DHHS, BHS, MaineDOT
- Safety Belt Education Program – Support BHS safety belt education to schools, business, governmental agencies, and others statewide, to promote compliance with Maine's safety belt laws.

Cost: \$70,000 (402)
Timing: ongoing
Lead: BHS
- Public Education and Information/Media Campaign –BHS will partner with MaineDOT, MTA and others involved in the Maine Strategic Highway Safety Plan to initiate and fund a statewide public information and education campaign, which will include safety belt messages.

Cost: TBD
Timing: ongoing
Lead: BHS, MaineDOT, and MTA
- Partnerships – Work closely with BHS to explore and establish working partnerships and relationships with other state agencies, governmental agencies and profit and non-profit groups interested in highway safety and occupant protection, to further complement our program.

Cost: incorporate into business practice
Timing: ongoing
Lead: BHS

- Develop promotional campaigns to educate students and the general public on when safety restraints are a requirement, and when and why safety restraints are not, (e.g., in motor homes, buses, limousines, shuttles)
Cost: TBD
Timing: tie to primary law if passed
Lead: BHS/Dept. of Education/DMV
- Support data integration activities with CODES analysis activities.
Cost: Funded through NHTSA
Timing: ongoing
Lead: Maine Health Information Center / Office of Data Research and Vital Statistics.

LANE DEPARTURE CRASHES

By definition, lane-departure crashes are the aggregate of two crash types run-off-road and head-on crashes. A lane-departure crash occurs when at least one vehicle leaves its proper lane of travel. This type of crash represents the leading fatal crash type in Maine, accounting for 76% of the state's crash fatalities. The two leading contributing factors to these crash types are **illegal or unsafe speed and driver inattention**.

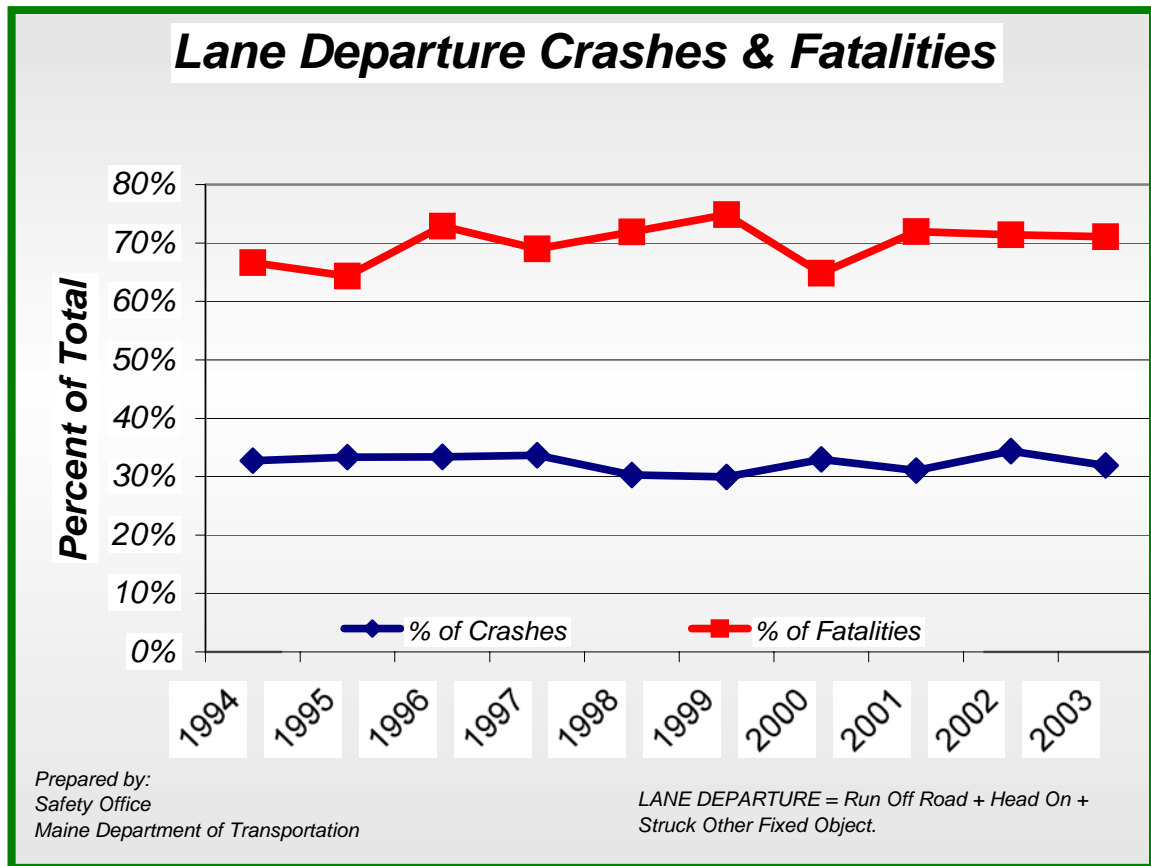


Figure 4

Strategies:

- Identify and evaluate key corridors that experience the highest incidence of lane departure crashes.

Cost: included in MaineDOT operations

Timing: on-going

Lead: MaineDOT

- Enhance speed enforcement efforts by targeting high incidence locations through SAFE (Strategic Area Focused Enforcement).

Cost: additional patrols / aircraft
Timing: ongoing – high visibility during summer months
Lead: State police/MaineDOT

- Merge “safety” thinking into the MaineDOT procedures through the use of Road Safety Audits and corridor analysis that helps to predict future safety issues.
Cost: included in MaineDOT operations
Timing: ongoing through internal training/communication
Lead: MaineDOT
- Develop a Roadway Departure Countermeasure Toolbox that will compile and organize strategies to be utilized by traffic engineers, highway designers, and other safety professionals in both local and state agencies.
Cost: \$50,000
Timing: engage consultant/UMO summer/fall 2005
Lead: MaineDOT
 - Provide advance warning
Methods: signing, advisory speed signs, flashing beacons, curve markings on pavement, rumble strip in advance of curve, transverse lines with decreasing spacing, edgelines to narrow lane width.
 - Enhance delineation
Methods: “better” pavement markings (durable, all-weather, raised, wider, more reflective), chevrons, post-mounted delineators, guardrail delineators, LED in-pavement luminaries, LED barrier-mounted tubes.
- Coordinate efforts of MaineDOT with local municipalities.
Cost: through existing community outreach
Timing: tie to RSA and toolbox development
Lead: MaineDOT
- Behavior strategies – include message in the broader media campaign (see Common Strategies)

YOUNGER / OLDER DRIVERS

Young drivers, ages 16 to 24, account for a disproportionate number of crashes, injuries, and fatalities in Maine. While young drivers represent 13% of all Maine drivers, they represent nearly 30% of drivers involved in crashes.

As for mature drivers, Maine has the highest average resident age in the U.S. Over 100,000 Maine licensed drivers are 70 years and older. The crash rate for a 78 year-old is about twice that for a driver aged 65. Drivers in their eighties have nearly three times the crash rate of drivers who are 65.

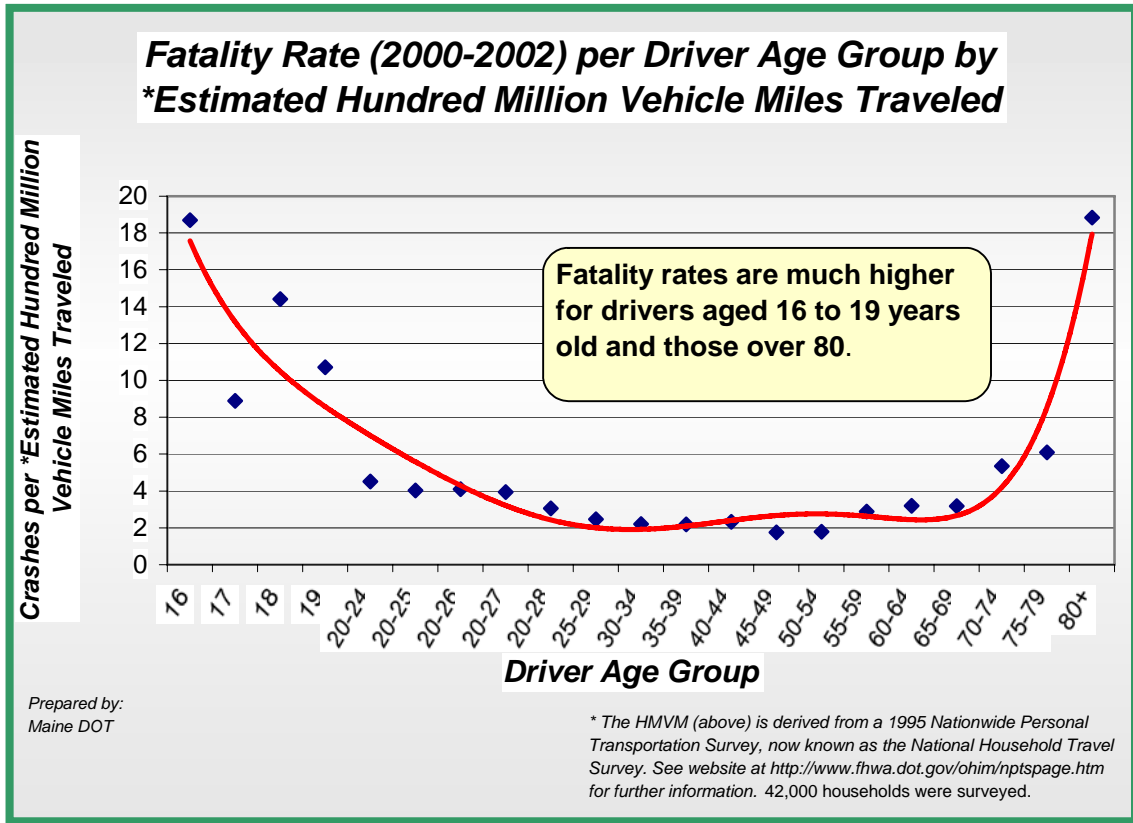


Figure 5

Strategies:

- Institute a parental notification process for teen driver infractions.
Cost: no cost
Timing: SafeGuard Program under way
Lead: State Police/Law Enforcement Community

- Convene a Younger Driver forum that engages law enforcement officials, teen drivers, and parents in an open dialogue about issues faced by Younger Drivers.
Cost: TBD
Timing: Summer 2006
Lead: State Police/Law Enforcement/SADD/Maine Youth Voices
- Enhance education opportunities for the Mature Driver population.
Cost: TBD
Timing: ongoing
Lead: AAA/AARP/DMV
- Support funding to provide advanced technology that enhances all driving programs.
Cost: TBD
Timing: ongoing
Lead: DMV w/AAA/AARP
- Promote class time instead of fines for certain offenders.
Cost: (borne by offender)
Timing: tie to adjudication
Lead: Law Enforcement
- Explore expanded testing as a requirement for license renewal.
Cost: (borne by student)
Timing: may need legislation – rec. development of a team to explore benefits
Lead: DMV

AGGRESSIVE DRIVING

AGGRESSIVE DRIVING as a proportion of total crashes (especially speed-related) continues to grow – now at 33.7% (was 31.9%- 2003; 31.4% - 2002) of total crashes and 49% of total fatalities (43.6% - 2003; 38.3%-2002). Aggressive Driving takes on many forms but most often **Illegal or Unsafe Speed** is the leading factor in crashes as well as **Disregard for Traffic Control Devices, Following Too Close, Improper Passing, and Improper, Unsafe Lane Changes**. As Aggressive Driving is a behavioral issue, and according to the National Highway Traffic Safety Administration (NHTSA), behavioral issues can most significantly be changed through the use of increased enforcement, extensive traffic enforcement is a priority in reducing aggressive driving.

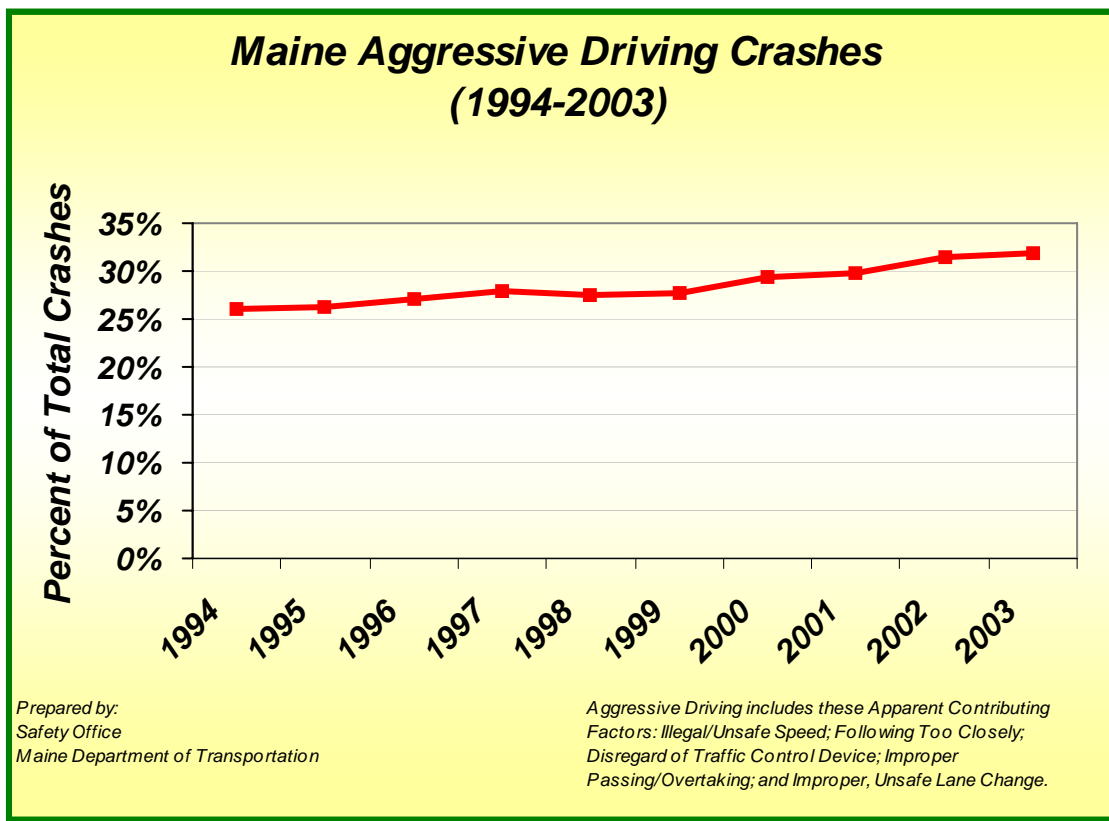


Figure 6

Strategies:

- Due to many unfilled positions in law enforcement (York County has 37 unfilled positions in local agencies), increase the attraction of law enforcement as a career choice for young people by creating and supporting a comprehensive, image-building media campaign. (This strategy is similar to that which is under way to attract workers into the construction industry.)

Cost: \$200,000/year

Timing: will need an allocation or reallocation of funds – 2006 (need to assure that the state’s Criminal Justice Academy can handle a new backlog, if created)

Lead: Law Enforcement w/ Dept. of Labor

- Fill all vacant law enforcement positions dedicated to traffic details at the state, county, and municipal levels and create dedicated traffic enforcement units.
Cost: positions already allocated
Timing: will need viable candidates (this may need development of a statewide public safety benefit package along with an enhanced pay plan)
Lead: Law Enforcement
- Increase number of Commercial Motor Vehicle driver/vehicle inspections by increasing the number of Motor Vehicle Inspectors and a focus on field activities.
Cost: positions already allocated
Timing: tie to other recruitment efforts
Lead: Law Enforcement
- Once current positions that are funded are filled, fund and fill positions in law enforcement at all levels that are currently unfunded.
Cost: TBD (average cost per officer is \$85,000 to \$135,000)
Timing: will need viable candidates (this may need development of a statewide public safety benefit package along with an enhanced pay plan)
Lead: Law Enforcement
- Continue and enhance Strategic Area Focused Enforcement (SAFE) – a collaboration of Maine State Police and MaineDOT. Coordinate with broad-based media campaign on highway safety issues, focusing on speed/aggressive driving issues.
Cost: additional patrols/aircraft
Timing: ongoing
Lead: State Police w/MaineDOT
- Create funding for County and Local law enforcement to implement special speed units and details that would focus on using crash data similar to the State Police SAFE program. Prioritize funding to those agencies that collaborate with other agencies. Funding could be utilized to purchase stealth vehicles for use in high-traffic areas or to rent State Police aircraft for speed details.
Cost: Increase in NHTSA funds, \$30,000/vehicle, aircraft rental costs, as well as \$250,000 per year for overtime details.

Timing: ongoing – would require reallocation of funds to expand
Lead: Department of Public Safety

- Increase and expand the use of aircraft for traffic enforcement.
Cost: included in State Police operations
Timing: ongoing
Lead: State Police
- Provide funds to local law enforcement agencies to acquire needed equipment such as computers, speed measuring trailers, and lasers.
Cost: utilize NHTSA funds
Timing: ongoing through NHTSA – enhance through additional incentive funding
Lead: DPS
- Explore the use of photo enforcement (red light running and speed enforcement).
Cost: requires additional funds for speed study (\$200,000)
Timing: Red Light ongoing – will need to test speed enforcement
Lead: MaineDOT/State Police
- Implement a new system that tracks warnings so behavior patterns are not overlooked.
Cost: TBD – needs to be coordinated with E-ticketing efforts and on-going computer upgrades at DMV
Timing: requires coordination of Law Enforcement/BMV
Lead: Secretary of State, BMV
- Change Legislation to “bundle” aggressive driving violations that relate to the seriousness of the combined offenses (both higher statute violation and penalties for multiple violations of AD offenses).
Cost: TBD
Timing: requires coordination of law enforcement and BMV
Lead: Secretary of State, BMV, DPS
- Develop a toolbox of engineering methods that will compile and organize strategies to be utilized by traffic engineers, highway designers, and other safety professionals in both local and state agencies, to reduce or discourage AD behaviors.
Cost: Coordinate with lane departure effort
Timing: Engage consultant/UMO summer/fall 2006
Lead: MaineDOT

ADDITIONAL AREAS OF CONCERN

In addition to the four identified emphasis areas, data from 2004 indicate that the following areas merit attention.

Motorcycle crashes

Fatalities were up to 22 for 2004, a steady increase since 2002. The leading age group for motorcycle fatalities is 35 – 44 year-olds, followed closely by 45 – 54 year olds. Overall motorcycle registrations are up 35% since 1998.

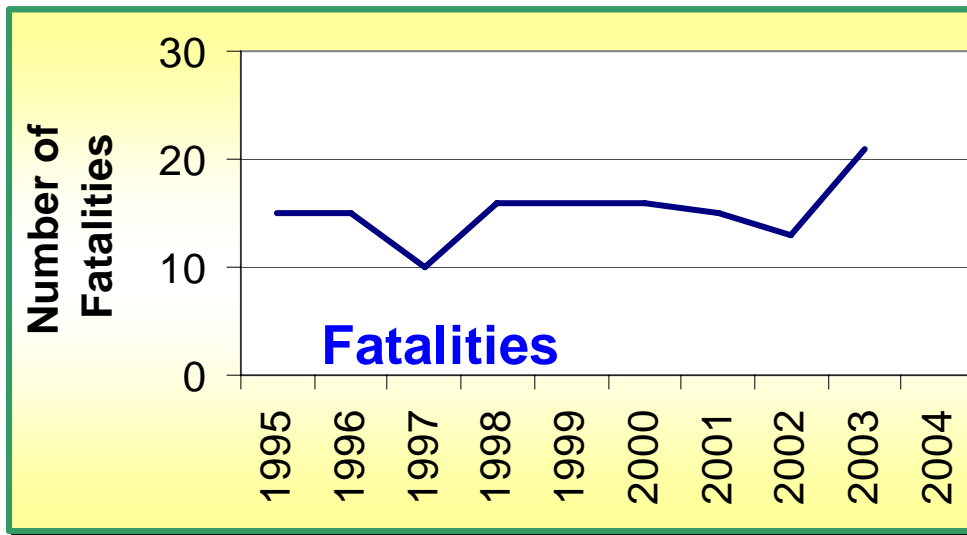


Figure 7

Strategies:

- Increase availability of experienced rider training.
Cost: TBD
Timing: tie into existing training programs
Lead: BMV
- Continue to monitor statistics and engage partners to formulate potential strategic approach

Alcohol

While the number of crashes has declined recently, the number of fatalities linked to alcohol has increased to a five-year high of 60.

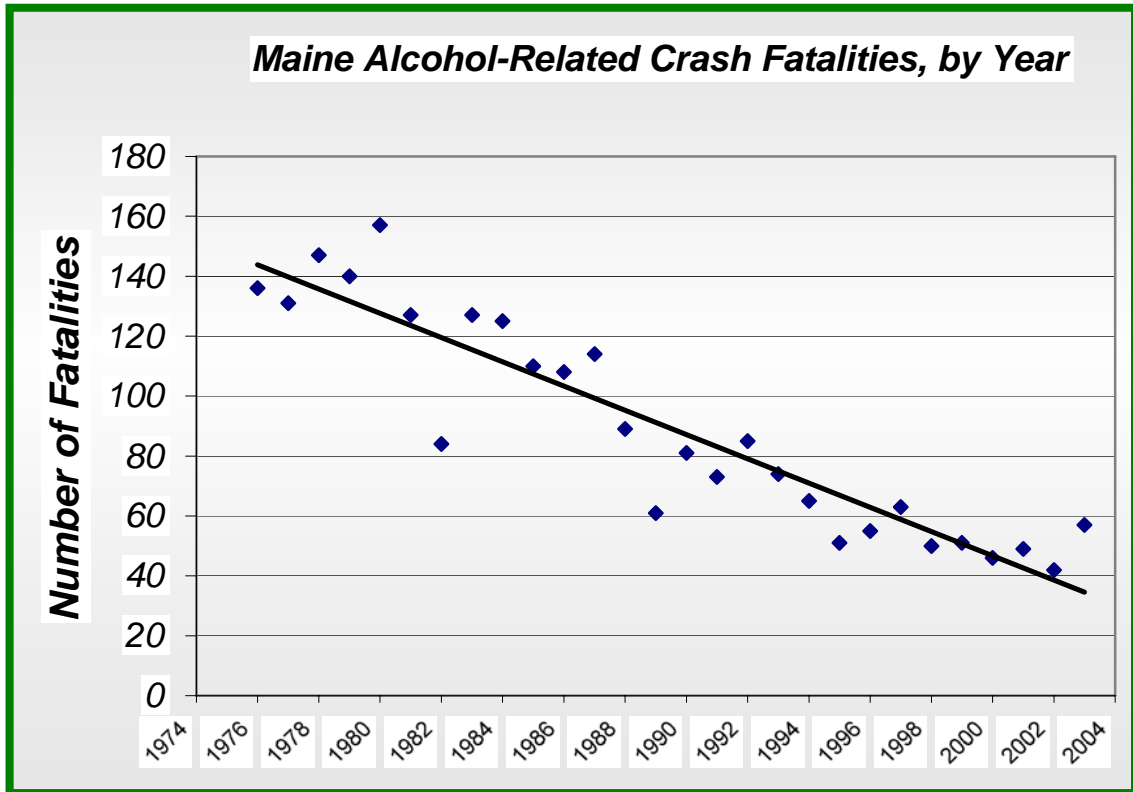


Figure 8

Strategies:

- Provide funding to state, county, and municipal police agencies for OUI roadblocks and patrols.
Cost: incentive funding through NHTSA
Timing: part of current DPS strategic plan
Lead: DPS
- Coordinate public outreach campaigns of various agencies in order to effectively get the message out.
Cost: TBD
Timing: ongoing
Lead: DPS/State Police/DHHS/Department of Education

COMMON STRATEGIES

- Collaborative public outreach and media campaign that crosses all the emphasis areas
Cost: \$200,000 to \$1,000,000 / year
Timing: some efforts under way – need to coordinate a unified message
Lead: MaineDOT, MTA, DPS, other partners

- DPS funding through the Highway Safety Plan – recognize how ongoing NHTSA efforts can support goals of One is Too Many. Agencies need to be willing to invest resources to support DPS.
Cost: will vary according to need
Timing: tie to planning for 2006 program
Lead: DPS

- Support the Maine Commercial Vehicle Safety Plan – 1. Improve quality, quantity, and uniformity of traffic enforcement, 2. Improve quality and uniformity of inspections, 3. Conduct a study to develop criteria for data search of CMV crashes, utilize data to determine areas for enhanced enforcement and to target carriers with poor performance records or no safety status at all.
Cost: will vary according to need
Timing: tie to planning for 2006 program
Lead: Maine State Police

- Coordinated Education efforts
 - Train the Trainers (participants in “One is Too Many”)
Cost: \$25,000
Timing: Summer / Fall 2006
Lead: MaineDOT w/Plan participants
 - General public
Cost: see media campaign
Timing: 2006
Lead: MTA, DPS, MaineDOT
 - Driving curriculum
Cost: TBD
Timing: 2006
Lead: DMV, Department of Education

- Improve the coordination between law enforcement, district attorneys, and judges for more consistent enforcement and adjudication.
Cost: TBD
Timing: immediate
Lead: Secretary of State w/Law Enforcement

- Ensure that enforcement strategies and the interpretations of laws will be backed up in the judicial system.
Cost: TBD
Timing: immediate
Lead: Secretary of State w/Law Enforcement
- Sustain efforts to raise work zone safety awareness for both the driving public and the contracting community. Build momentum through the newly formed Work Zone Safety Awareness Alliance (MaineDOT, MTA, FHWA, OSHA, Maine Dept. of Labor, and Associated Constructors of Maine (ACM), ATTSA).
Cost: \$200,000/year
Timing: ongoing (will need to better combine efforts under way)
Lead: Work Zone Safety Alliance
- Utilize and advance the use of existing means of public communication such as 511, Highway Advisory Radio, and fixed and mobile changeable message signs.
Cost: \$25,000/mobile sign, \$500,000/fixed sign, others vary
Timing: can tie into the work zone efforts currently under way
Lead: MaineDOT and MTA
- Review data tracking systems to ensure that relevant data is collected and interpreted.
Cost: \$110,000 budgeted by MaineDOT
Timing: ongoing
Lead: MaineDOT/DPS/State Police
- Resurrect the Traffic Records Coordination Committee (TRCC) and develop a strategic plan that will move the committee forward
Cost: funds available through NHTSA & FMCSA
Timing: under way
Lead: BHS and MaineDOT
- Develop a statewide Incident Management Plan
Cost: TBD
Timing: Gather participants together spring 2006
Lead: MaineDOT, State Police, Law Enforcement
- Explore EMS response rates and their effect on crash survivability
Cost: TBD
Timing: gather participants together spring 2006
Lead: EMS

GOALS AND TIMELINE

By the end of 2005:

- Awareness efforts under way
- “One is Too Many” recognized as the title of the Maine Highway Safety effort
- Collaboration between agencies occurs on safety strategies
- Executive Steering Committee provides leadership
- Measurement of effectiveness of strategies under way
- Establishment of implementation teams for the broad areas that cross the emphasis lines – Enforcement, Education and Training, Public Outreach and Media, and Engineering

By the end of 2006:

- 150 fatalities – 1.0 fatalities/HMVMT
- Crash reduction trend in the four emphasis areas
- Performance of Strategies tracked/reported in a consistent manner

Long Term

- Sustain downward trend in all categories
- Be the nation’s leader in highway safety

PROJECT TEAM

Diane Arbour – DHHS
Gerry Audibert – MaineDOT
Tom Baran – York Police Department
Harvey Boatman – Department of Education
Doug Bracy – York Police Department
Jay Bradshaw – Maine EMS
Norm Brodeur – Department of Motor Vehicles
Duane Brunell – MaineDOT
Gabriel Cano – NHTSA
Peter Coughlan – MaineDOT
Mike Davies - FHWA
George Davis – AARP
Steven Greeley – Department of Labor
Lt. Chris Grotton – Maine State Police
Carl Hallman – Bureau of Highway Safety
Robert Heyner – AARP
Bruce Ibarguen – MaineDOT
Peter Merfeld – Maine Turnpike Authority
Patrick Moody – AAA
Maj. Randy Nichols – Maine State Police
Bob Picone – Maine Transportation Safety Coalition
Tracy Poulin – Dept. of Public Safety
Lauren Stewart – Bureau of Highway Safety
David Wacker – Department of Labor

Steve Kent – Martin / Frankel Associates (facilitator)

Subcommittee Teams

Older / Younger Drivers – Lead: Pat Moody, AAA

Aggressive Driving – Lead: Peter Merfeld, Maine Turnpike Authority

Lane Departures – Lead: Bruce Ibarguen, MaineDOT

Safety belts / Restraints – Lead: Lauren Stewart, Bureau of Highway Safety