

The Safety Management System (SMS) was mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA 1991). However, Congress repealed the mandate in 1995. The following minutes were from the first and only SMS Data Committee meeting in North Carolina. The SMS Data Committee would have been an excellent forum for traffic records in North Carolina. The committee identified several major issues that they wanted to start addressing.

## SMS DATA COMMITTEE MEETING MINUTES

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### Attendees

Steve Hulse\*<sup>\*</sup>

Don Reinfurt\*<sup>\*</sup>

Rosa Gill\*<sup>\*</sup>

Rick Hunt\*<sup>\*</sup>

Steve Pratt\*<sup>\*</sup>

Lori Cove\*<sup>\*</sup>

Drew Thomas

Larry McPherson

Tony Wyatt

Sarah Smith\*<sup>\*</sup>

Lawrence Gettier\*<sup>\*</sup>

Kevin Lacy\*<sup>\*</sup>

David Phipps

Carol Howard\*<sup>\*</sup>

Cliff Braam

Howard Higgins\*<sup>\*</sup>

Bob Rutledge\*<sup>\*</sup>

Doug Scott\*<sup>\*</sup>

Ann Spragens\*<sup>\*</sup>

Stan Polanis\*<sup>\*</sup>

Andrew Weatherington\*<sup>\*</sup>

Wayne Hurder\*<sup>\*</sup>

Joe Hummer\*<sup>\*</sup>

Tony Wyatt

Fred Rosendahl\*\*<sup>\*\*</sup>

\* Designates Committee Member

\*\*Chairman

Attendees introduced themselves and gave brief descriptions of their organization and how their organization is involved in the safety process.

**Overview** by Fred Rosendahl- ISTEA requirement of the six management systems of which one includes Safety Management System. The Traffic Engineering Branch developed the “forklift document that focused on the traffic engineering elements.” NCDOT entered into a contract with the UNC Highway Safety Research Center to help develop the structure of the SMS.

The focal point of the Safety Management System is Mr. Jimmy Lynch, State Traffic Engineer. The Steering Committee is composed of the heads of several state agencies with the Secretary of Transportation Garland Garret as the chairman. Governor Hunt has appointed a 15 member Governor’s

Highway Safety Commission with Mr. Eb Peterson as the chairman. These two committees, along with the focal point will manage the SMS. The technical committee is divided into four standing committees: data, driver, vehicle and roadway committees. The Technical Committee is where the majority of the work will be completed. The Data standing committee is divided into four sub-committees who will address the issues identified and prioritized by the full committee.

The four sub-committees were identified with the intent being to get a good mixture of organizations and individuals in each sub-committee.

The sub-committees then selected a chairperson. The four sub-committee chairpersons are:

1. Joe Hummer, Ph. D., P.E.
2. Stan Polanis, P.E.,
3. Sarah Smith
4. Kevin Lacy

Kevin Lacy briefly described the process of how the issues will be selected. Each committee member will have five votes ranging from 1 to 5, with 5 being the most important. Each member will vote for the issues that they feel are the most important and the scores will be totaled for all the issues. The issues receiving the highest scores will be addressed by the sub-committees. It will also be emphasized that the members of the committee should contact other members before the next meeting to discuss the importance of their “burning” issue. Since we do have a number of different organizations that are involved in the data committee, it may not be apparent to them how important your issue really is.

The committee presented other issues not previously identified. The total number of issues nearly doubled. Again, this is a good reason to communicate with other committee members to sell your issue.

#### ALL ISSUES IDENTIFIED

1. Linking Records
  - A. Standards
  - B. Security
  - C. Statewide Strategic Plan

2. Reverse coding (historical records)
3. Document Imaging
4. A form review
5. Connecting databases (time lag)
6. Alcohol tax
7. Immediate impounding
8. Lack of pre-hospital databases in NC
9. DMV report
10. Trauma system and effect on outcome
11. Accessibility to motor vehicle records
12. Eliminating duplication of effort
13. Real time patient and crash data (patient care data, imaging)
14. Airbags eliminate “clues” to injury
15. Insurance point negotiations increase court time
16. Crash costs vs. congestion costs (define and compare, educate)
17. Consider crashes a public health issue
18. Non-English speaking drivers
19. Systems changes can encourage interagency cooperation of database development
20. Bike/Ped incidents
21. Private physicians- no collective data
22. Soft tissue cervical injuries
23. Accessibility- computer communications
24. Data confidentiality
25. Locational issues- as identifier- possible component to all data
26. Identify all available data in all agencies
27. Exposure data- mileage, hours in vehicle, others
28. AOC and DMV records matching problem
29. Independent verification of insurance industry data
30. Improve accident locational information
31. Locational issues-
  - A. Crash location
  - B. Vehicle registration
  - C. Driver
32. Location of construction projects underway
33. Rural Crashes
  - A. Notification
  - B. Linking with Trauma Center

Some issues may be further refined either in the sub-committees or before prioritizing.

## **NEXT MEETING**

**The next meeting is set for December 11, 1995 at 9:00 a.m. in the same location.** At this meeting, the committee members will prioritize the issues and the top issues will be assigned to the sub-committees.

**One hour has been set aside to discuss these issues. If you would like to elaborate one or more of these issues, please come prepared to do so.**

