

**NC Traffic Records Coordinating Committee Planning Workshop
Brownstone Hotel, Raleigh, NC, February 28, 2008**

Welcome and Opening Remarks, Darrell Jernigan, GHSP Director

Darrel thanked Brian Mayhew and John Stokes for organizing the meeting.

Conference attendees were introduced

Chris Hartley, FMCSA
Bradley Hibbs, FHWA
John Sullivan, FHWA
Kevin Lacy, NCDOT
Brian Mayhew, NCDOT
David Harkey, UNC HSRC
Bill Hunter, UNC HSRC
Sharon Schire, NC Public Health & UNC Dept. of Surgery
John Farley, NCDOT, GIS
Hardee Coy, NCDOT
Joe Geigle, FHWA
Ethel Keen, DMV Traffic Records
Scott Parrish, NCSHP
Maurice DeValle, NCSHP
Rod Chu, NHTSA
Stephanie Hancock, NHTSA
Wayne Hurder, NCDMV
Molly Cauble, Ramey Kemp
Wanda Thomas, NC AOC
Janet Greene, NC AOC
Darrell Jernigan, GHSP
Beth Horner, GHSP
Dean Toler, GHSP
Duane Tharpe, LTRE
Ron Hughes, LTRE
John Stokes, GHSP
Don Nail, GHSP
Kevin Breedlove, FMCSA
Bob Stevens, Garner PD
William Gore, Jr., DMV Commissioner

Introduction of Bill Gore, Jr., DMV Commissioner:

Spoke of need for accurate input of data and changing technologies.

Speaker, Stephanie Hancock, NHTSA:

NHTSA has small budgets.
Congress allotted \$8 million for highway safety.
NHTSA tries to make sure NC gets money.
Section 408 gives a suggestion of measured progress.

Speaker, Chris Hartley, Division Administrator, FMCSA:

Action plan for data quality review

Give Police cards instructing them on how to obtain crash information.

Define NC and Federal commercial vehicle rules.

Must collect data on crashes.

Speaker, John Sullivan, III, Division Administrator, FHWA

We are Mobility Service Providers – to safely move goods and people

Asset Management – Level of service to safely provide movement of goods and people.

Inventory assets – Collect data for records and use revenue to prioritize programs.

Use data to determine how to prioritize funds.

All agencies need to work together to collect data.

Speaker Kevin Lacy, State Traffic Engineer, NCDOT

We all need to be asking questions.

1500-1600 people die on US highways each year.

When gut check fails, we need to look at data to decide where emphasis should be to reduce fatalities.

New programs produce new questions.

Do what works.

Need to use traffic records system to improve ways to make roads safer.

Break 9:20-9:30 a.m.

Speaker, John Stokes, State Records Coordinator, GHSP – Review of TRCC Mission, Vision, and Roles:

The mission of TRCC is to form a working group to coordinate systems of data collection.

Where are we? We are ahead of some states. Where do we want to be in the future? Let's look at the big picture. What can you do with your whole budget?

Speaker, David Harkey, Director, UNC HSRC – MMUCC and MMIRE Status and Presentation:

MMUCC – Model Minimum Uniform Crash Criteria

What do you need to change to get the data?

MMUCC is a guide of how to get data. It contains recommended minimum guidelines. It is not a standard.

There are 111 data elements, 77 at the scene, 10 are derived, 24 are linked to other data.

The update process includes NHTSA review, expert panel meetings and concerns or inquiries.

Need to move to electronic format for reliability and accessibility.

2003 edition changes included: first harmful event, manner of crash/collision impact, crash elements, vehicle elements, bus use, personal restraint systems, and roadway element.

The hazardous materials placard was restructured in commercial vehicles.

The website for MMUCC is www.mmucc.us.

The third edition of MMUCC is expected in April 2008.

Duane Tharpe: Need more space for helmet data collection on 349 form.

Brian Mayhew: These problems will be discussed. DMV is the owner and collaborator of changes to 349 form, not policy maker. There is some flexibility in data collection. There are no plans to change the form. Prefer to make all changes at once.

Darrell Jernigan: Regarding the recent helmet law, is there a way to re-work the 349 to get more data without waiting?

Brian Mayhew: Do not want to make periodic changes. Need to make all changes at once.

John Sullivan: I believe the NCSHP uses the narrative block to show helmet data.

Speaker, Brian Mayhew – What Should the NCTRCC Accomplish?:

There was a reduction in the quantity and quality of data collected in the 1990's.

In 1998, a data collection system was created in Europe and Australia.

In 2004, a White Paper was created for the US to implement 41 strategies to collect data, including a supplement for the safety of programs and information systems.

These strategies defined good inventory of data, the creation of performance measures, and the use of analysis tools.

A companion to MMUCC is MMIRE (Model Minimum Inventory of Roadway Elements).

There are 180 data elements in the matrix of MMIRE

The website for MMIRE is: www.mmire.org.

Do not spend time appeasing NHTSA. Need to create your own identity to meet the needs of local agencies. Suggest opening conversations on the big picture and then looking at the small picture.

Chris Hartley: NC is a variancy state. NC has had problems with trucks for 5 years. Need to revise elements.

Ron Hughes: Sends all truck reports to FMCSA. There are crash data accuracy problems.

Chris Hartley: All trucks have DOT number and are required to register. Some are not registered. Need more funds for laptops in HP cars.

Ethel Keen: Changing the form is not the problem. Capturing the data is the problem.

Chris Hartley: Wisconsin has a better system. Need to define the problems and data elements.

Brian Mayhew: Need seamless and effective data collection linkages.

Duane Tharpe: Need coordination of data collection.

Ron Hughes: The DOT number is the link for the information. The location of the information needs better tracking.

Stephanie Hancock: Funding is the issue. Need to outreach to other agencies for funds.

Ron Hughes: Need to understand changes that need to happen and meet with state IT people.

Darrell Jernigan: Have IT been invited?

Brian Mayhew: Yes

John Farley: This is not an IT decision. Liability problems with the data must be addressed with business people.

Brian Mayhew: Need greater efficiency of data accessibility, quick accessibility and protection of data.

John Farley: Data access is key and should be the priority.

Kevin Lacy: Need to set goals for 5 years to get the system connected.

Janet Greene: Need concrete warehouse of data.

Wayne Hurder: What data are needed?

Bill Hunter: Data is defined in the project.

Ron Hughes: Who are business people we need to contact?

Wayne Hurder: Need to know what data and where to keep it.

Ethel Keen: Need to collect and maintain quality data.

Darrell Jernigan: Should we give Molly Cauble questions and do a survey.

Janet Greene: There will probably be more questions after the survey.

John Stokes: Probably need to do a follow-up meeting after the survey.

Wayne Hurder: Cost is a factor in data collection.

Brian Mayhew: Lifecycles of grant money is a problem. Need to plan money for long-term sustainability of funds.

Eric Jackson: Need to replace old computers in vehicles. Last replaced in 1999. With laptops, his patrol submitted 82% of 362 reports in 3 days.

Chris Hartley: Cadets need to have laptops issued as standard equipment.

Brian Mayhew: What do we need collected for medical data after accidents?

Sharon Schire: There are problems with data links with medical data. Need permission.

Brad Hibbs: Training is important. Need feedback of what to collect.

Brian Mayhew: Ask law enforcement for feedback on data collection.

Bob Stevens: Local law enforcement do not interact with each other like NCSHP. Need standard training.

Ethel Keen: e-Crash is DMV software. Need to be valid owner of software to use it.

Brian Mayhew: Who is using crash data?

Bob Stevens: Engineers and community groups use crash data.

John Farley: Collectors of data need to prioritize items and models need to be complete.

Brian Mayhew: What are the needs for data elements?

Duane Tharpe: Some data on 349 not needed. Maybe need to create a dropdown list to choose data.

Ethel Keen: CRS is evolving with needs of data. We are restricted in the current system. Need quality assurance checks for the system.

Brian Mayhew: In 5 years the system could be replaced or revised. If data could be collected from other reliable sources, 349 can be amended.

John Farley: The goal of obtaining data from all sources should be accuracy.

Break for lunch

Speaker, Stephanie Hancock: Benchmark Presentation

Section 408 had lots of hurdles, but was worth it. If the state shows no progress, there will be no funds next year. Do not confuse performance measures with milestones. Show end result of measures. One of six measures of performance is not valid measurement. Provide a baseline of values and percentages.

Rod Chu: Measureable Progress includes: accuracy, completeness, timeliness, accessibility, uniformity and integration. Need to document system improvement, performance measurement, what is measured, baseline, how measurements were derived. Show proof by running the report and filing a copy. What does not work?

Chris Hartley: Need to communicate what projects need to go into traffic plan.

Rod Chu: We want to know about all projects and money. Include all projects and money in plan.

Darrell Jernigan: Does Congress understand 408?

Rod Chu: Yes. If you have more known results, you get more money. Need to amend crash reports with necessary data. Put PBT information in narrative of fatal crash reports for all drivers involved.

Darrell Jernigan: Do you ask for alcohol information at crashes?

Eric Jackson: Not unless we suspect alcohol is involved.

Stephanie Hancock: Need to ask about use of alcohol.

Chris Hartley: Need alcohol questions asked of commercial truck drivers. Are we recording motorcyclists wearing compliant helmets?

Rod Chu: Identify traffic records projected potential for your project by June 2008 and include 408 plan. Performance measures must be in terms of accomplishments, timeliness, etc. Submit to NHTSA Regional Office plans used to show progress by June 15, 2008.

Darrell Jernigan: If we had 88.8% for 2007, can we be rewarded for reaching a certain threshold?

John Sullivan: Need to be broad areas of gains.

Beth Horner: Need to set up long-term plan for 4+ years and short-term plan for 1-3 years and show overview.

John Farley: They use a team (interagency leadership team) to establish critical need for information.

Duane Tharpe: How do you provide the data?

John Farley: We provide the data on a disk or as needed.

Brian Mayhew: Need to learn more about the ILT to identify needed data elements.

Sharon Schire: Suggest we pull what we need and not let decision makers decide what data is collected. Develop a draft plan for implementation.

Duane Tharpe: Could use Oracle for data collection?

Brian Mayhew: Need to develop a pilot plan for all aspects.

John Farley: A plan saves money in the long run. May take 2 years to get signed agreements in place.

Ethel Keen: Need to educate stakeholders on plans.

Sharon Schire: Accessibility is a roadblock.

Duane Tharpe: We need access to the database directly (non-production server).

Ethel Keen: Maintenance/responsibility has to be assigned for the server.

Brian Mayhew: Need stakeholder meeting to identify crash and other data accessibility. Funding is woven into all aspects of plans.

Ethel Keen: Legislative funding is done by TRC resolutions.

Chris Hartley: Should we eliminate 349?

John Sullivan: Too many small agencies use the 349.

Sharon Schire: Need to form a group to evaluate the 349 for short term.

Chris Hartley: Need to make changes on 349 to facilitate NCHP data collection.

Ethel Keen: Maybe an incident form needed instead of 349.

Bob Stevens: Some agencies developed their own short forms. Damage amounts determine whether to complete the form.

Brian Mayhew: Could create mini MMUCC form. Can use crash data collection form for off-road incidents.

Eric Jackson: NCHP needs form for data collection for accident reports for court, insurance, etc.

Ethel Keen: Need all law enforcement to be involved in changes to 349.

Bob Stevens: It has been 10 years since last 349 training.

Ethel Keen: There are not many requests for 349 training.

Bob Stevens: Could trainers be certified?

Sharon Schire: Need plan to develop assessment of needs and evaluate data sources short-term. Long-term: Develop and implement plan for data qualification and improvement for all data sources.

Brian Mayhew: Are you constantly assessing the data?

Wanda Thomas: Yes.

Eric Jackson: TRACS and e-Citation work well.

Brian Mayhew: Any plans for MMIRE at Roadway?

John Farley: We do not use MMIRE.

Ethel Keen: NC has 85% implementation of TRACS; Charlotte has 100% implementation.

Brian Mayhew: TRACS is a DMV program.

Ethel Keen: The problems with dashes in 349 are in the paper forms, not the electronic form.

Eric Jackson: Problems with software keeps me up most nights.

Bob Stevens: Agencies need explanation of transfer of data from laptops to office computers.

Janet Greene: AOC has IT help desk for their systems.

Brian Mayhew: Do we need a statute for an IT help desk for our systems?

Ethel Keen: Small agencies need computers. They are now using personal computers and private contracted computers to handle their data.

Brian Mayhew: Need to identify resources of the Executive Highway Safety Committee.

Ethel Keen: Highway Safety Executive Committee could help with funding. Fatality reports start with crash data.

Brian Mayhew: DM needs to be more active on Highway Safety Executive Committee.

Summary: We will write up minutes and form subgroups in future meetings.

Meeting adjourned 3:20 p.m.

Long-Term and Short-Term Goals from the Meeting:

Big Picture:

- 1) 349 – All elements with FMCSA
 - Changes to address
 - Truck
 - Speed
 - Runaways
 - Motorcycle helmets
 - MMUCC compliance
 - Other Federal programs
 - NCSHP idea of short form?

- 2) DMV & NCSHP require trucks to get DOT #s
 - Database with motor carriers
 - 5-year plan with commissioner
 - Roadside and regulations

- 3) TRACS – 5 yr plan – paperless
 - Electronic crash data

- 4) Look at other ways to capture data (not always form-driven)
 - Obtain data from other sources

- 5) Seamless process (no effective link between all databases)
 - Mapping what systems we do have
 - Need links between all
 - Trucks (Federal, DOT) link to info on carrier
 - Better location of information (map crash)
 - Get together to collect questions after mapping.

- 6) Funding
 - Who else is out there to help with money (Homeland Security, Amber Alert, DOJ...)
 - Possible legislative outreach
 - Long-term sustainable funding

- 7) Data access (protection IT)
 - Business owners to table about sharing
 - Greater efficiency, ability, quickly, directly
 - Integration
 - Data warehouse

- 8) What data does everyone need?
 - Questions

Problems

- 9) Maintain and collect quality data (DMV)
 - Electronic crash report
 - MMUCC criteria
- 10) Lower data collection cost
- 11) Lifecycle of crash medical side (crash-discharge)
 - Decide what data we need and can use
 - Funding – injury prevention
 - Certain data link b/w medical databases
 - Protection of data
- 12) Training and feedback needs to those collecting
 - Will improve data quality
- 13) Local law enforcement education
 - e-Citation, electronic submission
 - CMV training
 - Designated instructors for 349
 - Standardize training
- 14) Providing core data (requirements gathering)
- 15) Are we missing any data?
- 16) Overhaul/revamp DMV data system (next 5 years)

Meeting Discussion:

1) One central link between au systems:

Data Integration

Long-Term:

Quality and completeness of data
Full implementation

Short-Term:

Identify decision-makers for integration
Identify what data is relevant (TRCC)
Draft a data usage agreement
Develop plan/pilot
Funding

2) Database

Long-Term

Shared data – available

Short-Term

Business owners together to determine if written agreements are needed
Education of stakeholders about sharing
Identify roadblocks
Create subgroup to discuss further

3) 349 Form

Long-Term:

Develop implementation plan for quality improvement for each data source
Determine long-term for LE training

Short-Term:

Assessment of data quality improvement for data source
Once new DMV system discussed:
Pull group to evaluate form
Identify changes regarding form that do not require changing form
Tweaks/short form conversations
Look into training practices (349)

4) TRACS: Electronic crash reporting of 85% by December 2008

Long-term:

Help desk for TRACS