

Statewide Traffic Records Coordinating Committee (STRCC)

MEETING AGENDA

Tuesday June 13, 2017
AAA Mid-Atlantic
700 Horizon Drive Hamilton, NJ
9:30 AM (Refreshments at 9 AM)
Room 148

1. Introductions: Bob Agos, OIT; Sophia Azam, NJDOT; Allison Beas, NHTSA; Bob Clarke, SJTPO; Kevin Conover, NJDOT; Mike Cox, MVC; Zenobia Fields, NJTPA; Tim Franco, NJPTOA; Layla Fryc, NJTA; Baher Girgis, NJDOT; Lisa Glodowski, FARS; Thomas Hillman, Rutgers LTAP; Shahina Kazmi, NJDOT; Shari Leichter, MVC; Janet Leli, Rutgers LTAP; Dave Maruca, Rutgers LTAP; Debra Orzol, OIT; Gary Poedubicky, NJDHTS; Shannon Purdy, NHTSA; Mike Rizol, NJSP; Time Seplaki, NJDOH EMS; Paul Thomas, NJDOT; Caroline Trueman, FHWA; Joseph Weiss, Rutgers LTAP; Simon Nwachukwu, NJDOT; Loresa Daniel, FARS; Patricia Ott, Chair
2. NJDOT
 - Electronic Data Transfer – RFP Update – The RFP is currently in Treasury. The RFP is being modified to reflect previous solicitations to become more user-friendly. The DOT hopes to have the RFP posted in 3-4 months. They have received phone calls from firms that do not typically bid on the contract, but hope to have more qualified bidders when this RFP is released.
 - Safety Voyager – Committee Input – This is the replacement of Plan4Safety being developed at the NJDOT. It is a crash query system that includes ball banking reports and AADT in addition to just crash data and is geared towards planners and engineers.
 - The NJDOT and the DHTS are looking to develop a Phase Two implementation committee to incorporate more users; Law enforcement, researchers, and safety professionals.
 - The NJDOT is currently updating with 2016 crash data. The NJDOT has a deadline of the end of July for this round of improvements to the system.
 - OIT changes to ARD – With the new changes to the TR-1, many changes occurred in the ARD database as well. The amount of questions from local police has slowed down tremendously, which seems to indicate that all is going well.
 - Changes:
 - Including roadway names
 - Making it easier to locate crashes
 - As the information on all ramps statewide is collected, it will be populated in the ARD.
 - Crashes taking place on ramps were previously geo-located to adjacent roadways providing incorrect locations of ramp crashes.
 - This will now allow crashes to be plotted on the ramp itself.

- OIT has not received any additional applications for electronic transfer since the implementation and has not had any additional vendor inquiries regarding the new NJTR-1 form.
- Crash Data for MIRE and letter to the counties/municipalities. – Letter was sent out to counties, municipalities, and MPOs on how the DOT will be conducting MIRE data collection.
 - MIRE – All states are responsible to capture Model Inventory of Roadway Elements (MIRE).
- MIRE highlights the fundamental elements that should be captured by every state for the USDOT to be able to create similar comparisons to other states. – NJDOT is developing a proposal to be June 30th to the FHWA on the following:
 - A detailed list of strategies to how to collect the missing data; what data already exists and who possesses it, etc. to minimize duplication of efforts.
 - The NJTPA has already gone through the list and provided the DOT the data they have in their database which includes the County information.
 - It is the intent of the NJDOT to begin collecting MIRE elements on the county and local roadways with the assistance of the MPOs to meet the 2026 deadline set by the FHWA.
- Goals for MIRE – No discussion.
- Insurance Threshold – NJDOT Research had Cambridge Systematics conduct a study to determine if there is a cost savings to move the crash reporting threshold from \$500 to \$1000 or \$1500.
 - The Study found that there was not much cost savings by increasing the insurance threshold.
 - The NJDOT proposed to have a NJ University study the effects of changing the crash reporting threshold specifically for NJ which was intended to be a two year-long study
 - The STRCC adopted not pursue this at this time.
 - Discussion focused on what would be accomplished by increasing the threshold:
 - Police will still have to respond to calls
 - Will there be a significant loss of crash data?
 - Reliance on subjective reasoning from police to determine damage value
 - Crashes will not be reported for MVC and Insurance purposes.
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- Crash Records QA/QC Subcommittee – Traffic records assessment has been completed and suggestions have been made to the STRCC on how to improve the quality of the data.
 - This topic has been postponed until the next meeting.
- Outreach to Police Departments on missing Crash Reports – DOT requested suggestions from the Committee on how to get more timely submissions of police reports:
 - Distribute a form letter to each of the departments' Chief as a friendly reminder to submit;
 - Query the ARD for those departments that are the worst offenders and send a letter to the Chief;

- As above, develop a report from the ARD query that shows where the worst department offenders are as compared to their peers;
- Send the worst offenders query to DHTS for use by their Law Enforcement Liaison to discuss with individual departments.

3. Current Project Updates

- a. DHSS – New Director started recently, Scott Phelps.
 - i. All agencies are switching to the new system ; 2-3 will switch over by the end of the month.
 - ii. 1.2M records in their system in 2016
 - iii. Timeliness has improved
 - 1. Average time to enter the database is 8 days
 - iv. New legislation – proposed that established data requirements for all EMS data providers and dispatch centers. Prohibit any agencies from not reporting to EMS.
 - v. Bills – S5 and A4925
- b. DHSS also has been doing a lot of research on opiate involvement in crashes
 - i. Will be working with NEMSIS, NJSP and others to pull together an analysis on the subject.

4. Traffic Records Assessment

- Completed in May – Full report is now available and will be sent with the minutes of the June 13th meeting.
- Recommendations and Considerations – See handouts
- Next Steps – Pat will take on the revision of the strategic plan. Some changes have been submitted for the HSP.
 - Need to update the SHSP – More than 40% of projects outlined do not exist.
 - Pat will be soliciting volunteers to assist with the Strategic Plan update.

5. Open Discussion - Agency Highlights

- MVC to assist NJSP with how to read crash report abstracts
- Commercial Motor Vehicle still in the green
 - Yellow for timeliness, close to becoming green again
- NJTR-1 Guidebook will be reassessed and updates will be made.
- NHTSA will be launching a roadshow on how to incorporate data in safety initiatives with the assistance of NJ's Highway Traffic Safety Policy Advisory Council (HTSPAC); likely to kick-off in the winter.

6. Next Meeting

- a. September 12th Room 147

7. Adjourn