

**Statewide Traffic Records Coordinating Committee**  
**Meeting Summary January 23, 2004**  
**25 Scotch Road**

Bill Beans, STRCC Chairman opened the committee meeting at 10:00. He requested that each of the five subcommittees present on their progress or complications encountered and that we spend some time after each to hear recommendations and feedback from the entire committee.

1. **Strategic Plan Subcommittee:** Pat Ott

The recommendations in the 2002 Traffic Records Assessment were ordered by the committee as to whether they related to timeliness, accuracy, completeness, accessibility, funding, or legal assistance of crash data. Objectives, strategies responsibility and timelines were developed for each. Pat asked that the STRCC review and comment back to the committee on the chart as to correct placement of recommendations, to fill in blank timelines, or to suggest future direction.

The communication issue became a factor as Bob Parlow stated that the NJTR-1 subcommittee planned to have the revision of the crash report form completed this spring. But many of the decisions we have to make about including data elements, especially those recommend by the Model Minimum Uniform Crash Criteria (MMUCC) depend on the introduction date of a crash records software program. Otherwise, the subcommittee is reticent about changing the form very much. Debra Johnson stated that the parameters for the software program developed depend on the data we decide to capture.

Bill stated that a team went to the Delaware State Police to see the TraCs program demonstrated. About 200 NJ police departments currently have the ability to collect crash data to some extent. The plan for the time being calls for police to continue using locally developed crash programs and then some time in the future develop one for statewide use.

2. **NJTR-1 Subcommittee - Bob Parlow**

They have met six times in the tedious task of reviewing all crash data elements. The goal is to have a complete yet easy report for police officers to complete. In addition to the review, the form is being compared to the Model Minimum Uniform Crash Criteria Guideline (MMUCC) recommended by federal transportation agencies. The job is about half completed. The police guide book and officer training will need to be addressed.

The reporting threshold needs to be evaluated and perhaps raised. Currently, a crash must be reported if it involves injury or property damage in excess of \$500.00.

We've discussed ways to improve the submission of fatal crash reports, presented at the Fatal Crash Investigators Association meeting, and met with the president of the association about overcoming the problems keeping the forms from timely submission.

It was decided that the committee would determine those data elements to be included on the form, however, professional form design would be left to specialist at OIT or consultants.

John Podeszwa described emerging technologies, presently used for hard core criminal complaints, utilizing the internet. It is secure, quick and available, Every police department in New Jersey has access. Something the committee should keep in mind.

**3. Electronic Data Integration Subcommittee - Debra Johnson and Bill Carione**

The subcommittee meets monthly. The current focus has been the transfer of data from State Police to NJDOT and a successful transmission has been made.

Phase II concerns the transmission of data to the Motor Vehicle Commission and FARS. Programmers are working in a standard protocol (XML). DOT will be able to receive information from an outside agency and then send back a response that it was received in its entirety. NJSP, as the receiver and conduit of the data, will not delete their copy until they get the DOT response.

NJDOT will receive crash reports and store the info in an Oracle database. They are currently working on the process of what happens to the data once it is received.

The last phase will concern the sending of data from local police departments to the State Police. Vineland is being considered for a pilot. They collect the crash information in the patrol car, wirelessly upload the data to headquarters. The plan includes uploading the diagram and narrative. The cost of this pilot, estimated at \$20,000.00, currently has no funding source.

Authentication, security and legality issues are being considered. PKI is considered overkill since the NJTR-1 is not a legal document and the transfer over the internet is considered secure.

The development of the front end software program will begin once the review of the NJTR-1 form is completed.

Chris Rotundo said that all Commercial Vehicle Inspection data in the nation is captured on in-car computers. Changes are constantly being made to that form. Upload of collected data takes 17 seconds. The main obstacle for the CVI program is the human element.

Our use of electronic signatures has the AG's approval.

**4. Statewide Data Integration and GIS/GPS - Jim Carl**

Subcommittee met three times. A mission statement has been developed.

A presentation for TSIMS was received. This software, still under development, makes the manipulation and report development of data easier once it has been entered.

A draft plan for integrating data and determining data flows has been developed for all users.

GIS locating procedures are being looked at as a means of locating crashes.

**5. Directory Subcommittee - Claudia Knezek**

Claudia passed out a directory of the members of the STRCC with their phone, fax, e-mail, and participation on subcommittees. The survey was developed by Claudia and Joe Decker and is the culmination of eight on-line communiqués. She asked that all members review and change to ensure its accuracy. The final listing should be available shortly.

Additions or corrections to these meeting notes will be cheerfully received and made to the originals and redistributed.

Al Tindall 1/26/04