



Your Safety & Health Leader for 90 Years

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The Traffic Safety Record

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A message from the Bob Scopatz, ATSIP President:

I'm pleased to present to you our first newsletter of the 2004-2005 year. ATSIP is making great strides and the future looks positive for our members and our organization. I'd like to just highlight a few things that might be of interest to you:

- Tom Steele, Joan Vecchi, Nicole Pappas and I met with the NHTSA National Center for Statistical Analysis (NCSA) leaders and staff to discuss the plan for the upcoming Traffic Records Forum. It was a great meeting and, in particular, resulted in some very positive ideas for this Forum and those to follow. We continue to enjoy a close relationship with our parent organization (NSC) and with our Federal DOT sponsors at NHTSA, FMCSA, BTS and FHWA. Thank you all!
- All indications are that we will have our largest international attendance ever at this year's Forum. This is due to efforts by Sean McLaurin, Jackie Schraf, Joyce Jones and Karen Scott from NCSA; Tom Steele and Nicole Pappas representing ATSIP; and our liaison from the Traffic Injury Research Foundation – Robyn Robertson. Our location (Buffalo, NY) helps make the conference attractive to interested parties in Canada, especially. Ideas on how to make our new and returning international attendees feel welcome will be very much appreciated.
- This year's Forum Program Chair (and 2nd Vice President), Tom Steele, has an article in this newsletter describing what we think will be another excellent meeting. Our attendance last year set a record, and I expect we'll break that again this year.
- The Best Practices Award is changing. First, our original Chair, Millie Seay, has had to step down because of a major promotion. Congratulations Millie! Our new Chair is Al Tindall. He's taken on a major task this year as we intend to give out awards in two categories: our traditional "Best Practices" award and a new award given to the State with the best Traffic Records website. See inside for a description of the programs and how to nominate a project or website.
- The certification process is moving along. We have questions developed for major portions of the certification exam. The next step is to develop more questions and complete a validation process.

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- We are working on a list of services that ATSIP can provide to our members. There are some exciting things in the works that I'll tell you about in the next Newsletter, but I want to take this opportunity to invite you to tell us what things you'd like to see in the future. As a "young" organization just beginning to collect contributions, we have a lot of potential projects and products we can pursue. Your input can certainly help us deciding which things to do next.

I hope to see you at this year's Forum. And if you have not yet joined ATSIP, I invite you to do so. We are the premier volunteer organization dedicated to improving the quality, management and use of traffic records. Enjoy the newsletter and please feel free to contact me or any of the other ATSIP officers if you have any comments or questions. Volunteers for our Best Practices, Data Quality, Member Services, XML, and Membership Committees are also welcome!

The 2005 Traffic Records Forum – Tom Steele, Program Chair

At several conferences I have recently attended, I have heard speakers note that crime is no longer the number one problem it once was. I'm told that the number one problem today is traffic congestion. If this is true then we need to present a new business model for the collection and processing of traffic record data. If congestion is a problem for the typical driver, consider what it might be for a public safety vehicle during a natural or man-made disaster. With the threat of terrorism, combined with growing calls for service by police, fire and EMS, the need for real-time and accurate traffic records information is not a casual collection of data, it is critical and must be timely and accurate.

Traffic records are used every day for public safety and resource allocation. However, the major portion of this information is stale and un-timely

Over the years the ability to process traffic records information in a timely and accurate fashion seems to have passed many jurisdictions and states by -- fundamentally based on lack of funding. The Forum for the coming year is designed to draw attention to the importance of timely and accurate traffic record information not only for the transportation community but also the direct and important value it has for industry and for use in the new initiatives for homeland security.

The emphasis of the Forum is planned to be on the value of building a sound communications and data collection infrastructure that serves the needs of the community on a daily basis and stands ready to provide communications and information technology resources for day-to-day operation of the transportation system, as well as, when disaster strikes.

Through the education of the political and public communities in the return on investment of such an infrastructure, we expect to improve the reliability and timeliness of the very information we need for analysis and planning. My personal experience is that traffic records information is often referenced as a last resort with only the number of accidents, victims and fatalities being of concern to the media and the public. The vast amount of information gathered and processed by public safety and transportation officials has not been recognized and the value of such not accorded the proper funding priorities. More recently, in the course of events following 9/11, some agencies have found that making the link between traffic records and homeland security has opened a new source of funding, yet even this new link has not resulted in proper emphasis or resource allocations.

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Adding the discussion of homeland security concerns will not change the mission, direction or goal of current traffic records systems, nor will it change the overall focus of the Forum. Instead it provides additional justification for the systems and recognizes the value of speeding the accurate collection of the vast array of information contained in traffic records.

During the Forum we intend to bring together, demonstrate and discuss the combination of technology resources in place today and those on the cusp of being introduced. Such discussions will, as always, focus on the value of our information for improving public safety. Input is expected from practitioners in government, research institutions, advocacy groups, and industry/private sector. Topics will be introduced in plenary sessions as well as workshops.

A variety of tracks and workshops are under discussion and planning which include: Electronic Citation and Crash Reporting Systems, Transportation, Planning, Impact of the ITS on Homeland Security, Combined Communications and Dispatch Centers, Traffic Re-routing, Safe School Transportation, Commercial Vehicle Enforcement, Hazmat, NAFTA, CDL, Crash Reporting Processing, Driver Distractions, and Safety Recall Information.

Presentations and sponsorship is also being requested from Industry and the public for subjects such as: Insurance Companies, Specialty Vehicle Components (Visteon, Anti-Roll Over Devices, Automatic Crash Notification Devices), the I-95 Coalition, ASHTO, AAMVA, NTOC and source data collection and communications systems, as well as, other subjects of interest.

The 2005 Traffic Records Forum will be a meaningful and beneficial exchange of ideas and education of people and organizations willing to join and work with us in the future to make ATSIP a voice of leadership and importance in the growing transportation field.

2005 Call for Presentations

31st International Forum on Traffic Records and Highway Information Systems

Adam's Mark Buffalo-Niagara, Buffalo, New York, July 31 – August 4, 2005

To have your presentation ideas considered for inclusion, please provide: Name(s) of Presenter(s), Title of Presentation, Organization, Street Address, City, State, Zip Code, Telephone, Fax, E-mail Address, A paragraph or two explaining what will be presented, and Provide a one-paragraph speaker bio for each presenter. **For a printable flyer about the Forum and the Call for papers**, go to the 2005 Forum section of the ATSIP website, www.atsip.org

PLEASE MAKE SUBMISSIONS BY FEBRUARY 1, 2005.

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Best Practices Challenge of 2005

Is your project up to the challenge?

The 31st Traffic Records Forum, July 31-August 4, 2005 in Buffalo, N.Y. will once again showcase state-of-the-art projects that improve the collection, quality and application of safety data. Nationwide, governmental agencies at all levels continue to develop new, innovative Traffic Records Systems to provide the information safety experts need to plan, develop, monitor and evaluate programs to reduce the frequency and severity of motor vehicle crashes on the nation's roadways. It is important that the benefits these projects offer are shared with other traffic records experts. The Best Practices competition is open to governmental agencies only - although vendor participation in a project's development is fine.

One **Best Practices** winner as well as 1st, 2nd and 3rd place projects will be selected and recognized during the forum. It is certainly an honor to have a project recognized before this association.

Best Web Site Award

ATSIP will also be recognizing a governmental agency at the 2005 Forum for the best designed web page that most effectively makes traffic safety data available to the public. Access to relevant data provides the foundation for planning, managing, and evaluating most projects we administer. Submissions for **Best Web Site** of traffic records data will be rated for ease in accessing the site, user friendliness, availability of crash data, querying data, ease of navigation, and availability of multiple years of data.

Submitting a proposal:

Best Practice Projects and **Best Web Site** applications should be submitted via e-mail as attachments to Al Tindall at Al.Tindall@LPS.STATE.NJ.US. Both **Best Practices** and **Best Web Site** applications can be found at the ATSIP web page, in the 2005 Forum section.

Proposals for both the **Best Practices** and **Best Web site** should be received by February 28, 2005. The ATSIP Best Practices committee will review all operational projects only. If your project is still in the planning or development stages, please wait for a later forum.

2006 Traffic Records Forum Site Selection

The original cities selected for the 2006 Traffic Records Forum were Reno NV, Salt Lake City UT, San Diego CA, Albuquerque NM, and Seattle WA. Unfortunately, the responses from hotels in these cities were not acceptable and the search for a site was expanded.

After resending the Requests For Proposals, we were able to pinpoint some potential sites for the 2006 Forum in that Region. Site visits to these properties are being planned for February 2005.

The selected site will be announced at the 2005 Traffic Records Forum.

**U.S. DOT Traffic Records Coordinating Committee - Jacqueline Schraf and Karen Scott
NHTSA - Office of Traffic Records and Analysis**

In September of 2003, NHTSA Administrator, Dr. Jeffrey Runge, created the Data Integrated Project Team to address the importance of data in improving Highway Traffic Safety. Representatives from DOT modal administrations consulted with experts from state and local governments, academia and advocacy group identifying priority areas and making recommendations for improving Traffic Safety Data.

In July 2004, NHTSA released the findings of the Team in a report entitled, "Initiatives to Address Improving Traffic Safety Data Report", more commonly known as the "Data IPT Report". One of the recommendations of the Data IPT Report was for the Department of Transportation to create a Federal Traffic Records Coordinating Committee (U.S. DOT TRCC) comprised of representatives from the Federal modal agencies that collect and use safety data.

The U.S. DOT TRCC would provide strong coordinated Federal leadership to maximize efforts from all the participating agencies to improve the efficiency and effectiveness of traffic safety data collection and analysis and focus the resources needed to support it. The U.S. DOT TRCC will speak as one voice in support of data improvements at all levels of government to minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use.

The U.S. DOT TRCC held its first meetings in October and November 2004. U.S. DOT modal agencies that are represented on the Committee are: Office of the Secretary; National Highway Traffic Safety Administration; Federal Highway Administration; Federal Motor Carrier Safety Administration; Research and Innovative Technologies Administration. The committee is addressing issues such formalizing mission and policy statements regarding the importance of Traffic Safety Data; identifying traffic records funding resources available through the modal administrations; and prioritizing the recommendations released in the Data IPT report.

A primary goal will be the development of a joint Federal/State cooperative process to establish performance standards for Traffic Records Systems. The U.S. DOT TRCC will create a website to publish and provide information that will support its mission and goals and for easy access for state and local representatives to review and utilize resources related to improving Traffic Safety Data. The website will be placed on the U.S. DOT website www.usdot.gov.

Electronic Data Capture for Traffic Safety and Criminal Justice – Combining Efforts

David J. Bozak - InfoGroup, Inc., bozak@erols.com

The National Highway Traffic Safety Administration (NHTSA) has made ¹improving traffic safety data one of the agency's highest priorities. The NHTSA IPT Data Report encourages states to move from paper-laden, labor-intensive traffic records processes to ¹electronic capture and processing, including, but not limited to:

- Implementing electronic field data capture of motor vehicle crash, and traffic citation,
- Improving the quality/completeness of crash and other data,
- Providing training for electronic roadside data capture, and
- Promoting standards and guidelines, e.g., ¹MMUCC, and XML for electronic roadside data capture.

In looking at the broad range of duties that officers are required to perform, law enforcement agencies are looking to increase officer effectiveness while improving officer safety. To that end their goals include:

- Increasing the information that is available to the officers in the field,
- Increasing the communication between patrol vehicles as well as other emergency responders,
- Increasing the functionality of the patrol vehicle by integrating the operation of all of the equipment within the vehicle, and
- Improving the ability of the officer to collect, interpret and exchange data between mobile patrol units on the road and between different agencies.

Improving a department's data capture capability may not be a top priority, especially when an already existing records management function does exist, even if its capability is limited. As the following diagram illustrates, law enforcement agencies have many other agenda items when it comes to improving officer effectiveness.

Need to Combine Efforts and to Reduce Stove Pipe Planning

From computer aided dispatch to queries for outstanding warrants, stolen vehicles, driver's license status, and possible terrorist suspects, an officer's need for electronic data capture extends beyond the need for traffic safety alone. Stove pipe planning, providing resources for independent data management development for Transportation Safety, Homeland Security, and Criminal Justice must be discouraged at the highest levels.

A combined approach including counterparts from traffic safety as well as homeland security and criminal justice will lead to improved officer safety and effectiveness, safer and more efficient highways and ultimately, to lives saved through improved highway transportation safety.

¹ Integrated Project Team (IPT) Data Report – July 2004

¹ IPT Data Report, Section C., Electronic Technologies and Methods, p. 31

¹ MMUCC (Model Minimum Uniform Crash Criteria); XML (extensible Markup Language)

Changes, Changes, Changes: Our New Website, Database, and an NSC Update

Over the past few months, there have been a lot of changes that impact ATSIP and its membership. Here are some highlights:

The New ATSIP Website – Not only does www.atsip.org have a new look, it has more information!

- **Our Traffic Records Links page now has over 80 links in the following categories:** Reauthorization, US Federal Agency Main Websites, Organizations Main Websites, Departments of Transportation - State and International, Police Main Websites, Accident and Traffic Information, Message Boards and Newsletters, Traffic Record Programs Websites, and Other.
- **Message Board** – ATSIP Members now have their own private message board. All you have to do is register with the ATSIP website and you can participate!
- **You now create your own Username and Password** – The previously issued usernames and password will not work. Now you create your own – making it easier to remember for future use!
- **The 2004 Forum Program is still available** – Each year's forum program will remain on the ATSIP website for one year.
- **Information on 2005 and 2006 Traffic Records Forum is now online** – To keep our members informed, we will continuously post new information on the next two forums as it becomes available. This will include our location, room rates, exhibitor, and program information. We hope this will assist you in making your budgeting and travel plans for future years.

We encourage you to visit the new site and make any comments and suggestions. Our goal is to make the ATSIP website a communication hub for everyone who has an interest in traffic records.

Our Membership Database and Traffic Record Forum Database – Now they are one!

In the past, the ATSIP Membership Database and the Traffic Records Forum Registration Database were separate entities. To improve our ability to keep up to date records on ATSIP Members and the Forum Mailing List Members, the databases have been merged and now serve both functions.

National Safety Council Personnel and ATSIP

As many of you may know, Harold and Andrea Thompson retired in August of 2004 and moved to Arizona. Harold is under contract to assist the NSC with ATSIP and Forum related concerns.

In May 2004, Harold brought Nicole Pappas onboard to work with ATSIP, the ATSIP website, the Traffic Records Forum and to take over these areas after his and Andrea's retirement. She will be handling all aspects of the Forum – from site planning to onsite registration. Deborah Trombley is the new Manager for the Transportation Safety Group and she will begin working with ATSIP projects and the Forum before the end of the year.

John Ulczycki is the new Director of the Transportation Safety Group and will oversee Nicole's and Deborah's work.

Check These Out!

The **Transportation Communications Newsletter** is a free daily e-mail publication which provides news and information related to all aspects of communications in the transportation field. This includes a wide variety of topics such as: public and community relations, ITS, traveler information, outreach, and transportation operations. All modes of transport are included.

If you have questions please contact Bernie Wagenblast, the newsletter's editor, at i95berniew@aol.com. To subscribe, please send a blank e-mail to: transport-communications-subscribe@yahoogroups.com.



In partnership with its **Working Group on DWI System Improvements**, TIRF released a report that offers a roadmap for changes that are needed at the state level to improve the effectiveness of the drunk-driving system in the U.S. for dealing with hard core repeat offenders.

Link: trafficingjuryresearch.com/whatNew/whatNew.cfm?intNewsID=142&intContactID=3

The majority of Canadian drivers believe drinking and driving is a priority social issue and the most serious road safety issue they face, yet nearly one in five (18%) admit to driving after drinking in the previous month. This is one of the findings from TIRF's fourth annual Road Safety Monitor.

In a national survey of more than 1,200 drivers, TIRF found that drinking and driving is perceived as a leading social issue by the vast majority (81%) of Canadians, who expressed greater concern over this problem than issues such as the state of the health care system, airline safety or the threat of terrorism. Nonetheless, the survey estimates that 3.9 million Canadians continue to drive after drinking.

For more results, visit the link below.

Link: trafficingjuryresearch.com/whatNew/whatNew.cfm?intNewsID=145&intContactID=3

The Future of the *Traffic Safety Record*

The *Traffic Safety Record* took a brief hiatus due to numerous changes within ATSIP and the National Safety Council. Now that the dust has settled, we hope that you found this long overdue issue to be informative.

In order to make the *Traffic Safety Record* a regularly issued publication, we need your help. As members of the traffic safety community, you have the first hand knowledge of projects, research and current issues impacting your work and the work of others. By submitting articles or topics, you can help keep our community informed and discussing important issues.

Submissions can be made by contacting Nicole Pappas at pappasn@nsc.org.

HAPPY HOLIDAYS TO YOU ALL! - From ATSIP and the NSC.