

MMUCC Committee – Law Enforcement Data Collection Subcommittee Meeting

February 21, 2023

1:30 – 3:00 PM Eastern

Microsoft Teams

1. Participants

A. Committee Chair: Joanna Reed – NHTSA

B. Subcommittee members

1. Captain Brent Drummond — Missouri State Highway Patrol
2. Staff Lieutenant Christopher Kinn — Ohio State Highway Patrol
3. Major Lisa Barnett — Florida Highway Patrol
4. Loren Hill — Minnesota Department of Transportation, Office of Traffic Safety
5. Sergeant Sean Smith — California Highway Patrol
6. Officer Thomas Mrozinski — Frisco Texas Police Department
7. Kelly Campbell – Idaho Office of Highway Safety
8. Cindy Stewart — Colorado State Patrol

C. Federal Liaisons

1. CDC
 - David Fosbroke
2. FHWA
 - Sarah Weissman Pascual
3. FMCSA
 - Jenny Guarino
4. NHTSA
 - Barbara Rizzuti
 - Beau Burdett
 - Caitlin Webb
 - DeReece Smither
 - Donna Glassbrenner
 - Eric Chaney
 - Eric Li
 - Jeremiah Kinsman
 - Joanna Reed
 - John Siegler
 - Jonae Anderson
 - Joshua DeFisher
 - Keith Williams
 - Lixin Zhao
 - Michael Frenchik
 - Michael Parsons
 - Sean Puckett
 - Tom Bragan
 - Tonja Lindsey

D. VHB

1. Chelsea Palmateer
2. Courtney Ruiz

2. Review data elements

A. C15: Secondary Crash follow up

1. NHTSA received clarification from FHWA's Traffic Incident Management (TIM) team. This has long been a point of discussion. It was determined that "secondary to another crash" was the best use of this data element for FHWA's purposes. For example, crashes that result from debris in the roadway or a disabled vehicle are not secondary crashes because there was no prior crash, just related roadway factors. Stalled/Disabled Vehicle involvement and Traffic Incidents other than crashes are captured in C16: Related Factors – Crash Level.
2. Linking secondary crashes to primary crashes is most useful for data analysis purposes. Secondary crashes are usually determined by TIM.

B. V33: Vehicle Status Prior to Critical Event

1. Discussion: This element was previously called Motor Vehicle Maneuver in MMUCC Fifth Edition, and it has been updated using plain language as part of the effort to standardize data between MMUCC, FARS, and CRSS. The goal of plain language is to clearly name things without having to explain them.
2. Discussion: **Passing or Overtaking Another Vehicle** needs further clarification. Does this only apply to two-way roadways where the vehicle passes on the left in the oncoming lane to get around another vehicle, or does it also include multi-lane, divided trafficways, where all lanes in the vehicle's roadway are going in the same direction and a vehicle passes on the left or right to get around another vehicle?
3. Discussion: **Lane Splitting/Filtering** is a new attribute that pertains to motorcycles only. This is already legal in some States and will likely be legal in more States in the future.
4. Suggestions:
 - Clarify if **Passing or Overtaking Another Vehicle** applies only to two-way roadways where the vehicle passes on the left in the oncoming lane to get around another vehicle, or if it also includes multi-lane, divided trafficways, where all lanes in the vehicle's roadway are going in the same direction and the vehicle passes on the left or right to get around another vehicle.
 - Combine **Accelerating** and **Starting** to create **Accelerating/Starting**.
 - Remove **Decelerating** and change **Stopped** to **Stopping/Stopped**.

C. V34: Initial Contact Point

1. Discussion: Several elements were combined into one element called Vehicle Damage in MMUCC Fifth Edition. They have been split out in the draft of MMUCC Sixth Edition. The graphics have also been updated to include trailing units in the clock points.
2. Suggestions: No suggestions.

D. V35: Damaged Areas

1. Discussion: Another element that used to be captured under Vehicle Damage.
2. Suggestions: No suggestions.

E. V36: Extent of Damage

1. Discussion: The final element that was previously captured under Vehicle Damage.
2. Suggestions: No suggestions.

F. V37: Sequence of Events

1. Discussion: FARS and CRSS collect this information in the Crash Events Table, which paints the overall picture of the crash by capturing elements like Sequence of Events, First Harmful Event, and Initial Contact Point. Building a Crash Events Table is a complicated process that requires a high level of training. To simplify this process for MMUCC, officers are asked to collect the Sequence of Events at the vehicle level.
 2. Suggestions:
 - Increase allowable selections from 4 to 6.
 - Add verbiage about selecting the most harmful events in the vehicle's sequence if the Officer is limited in the number of selections.
- G. V38: Most Harmful Event
1. Discussion: Already discussed during C6: First Harmful Event (see meeting minutes for February 7, 2023).
 2. Suggestions: No suggestions.
- H. V39: Hit and Run
1. Discussion: This element was simplified to only include Yes and No. The validation rule says, "HIT AND RUN should not = **Yes** for more than one vehicle record." This is a *should* rule which can be overridden if there are exceptions.
 2. Suggestions: No suggestions.
- I. V40: Vehicle Towed
1. Discussion: This element was also simplified using plain language best practices. Previous versions of this element tried to ask too many questions at the same time (e.g., was the vehicle towed due to disabling damage, or because the driver was impaired). The resulting data was not clean or clear. The draft of MMUCC Sixth Edition adheres to the guiding principle that an element must measure a single concept. FARS and CRSS has also updated their elements.
 2. Suggestions: No suggestions.
- J. V41: Contributing Circumstances, Motor Vehicle
1. Discussion: MMUCC Sixth Edition splits **Lights (head, signal, tail)** from MMUCC Fifth Edition into **Head Lights, Signal Lights, and Other Lights**.
 2. Suggestions: No suggestions.
- K. V42: Vehicle Underride/Override
1. Discussion: Reintroducing this element to MMUCC in a simplified format was a Government Accountability Office (GAO) suggestion. The difference between **Not Applicable** and **No Underride or Override** is unclear. If one vehicle (e.g., a car) is recorded as **Underride**, the other vehicle (e.g., a truck) should be recorded as **Override**.
 2. Suggestions:
 - Combine **Not Applicable** and **No Underride or Override** to create **Not Applicable/No Underride or Override**.
 - Provide guidance and examples on when/how to use this element. For example, if one vehicle (e.g., a car) is recorded as **Underride**, the other vehicle (e.g., a truck) should be recorded as **Override**.
- L. V43: Fire Occurrence
1. Discussion: This is already being collected in FARS and CRSS. NHTSA uses it to identify vehicle fires and patterns that may indicate concerns over vehicle designs.
 2. Suggestions: No suggestions.
- M. V44: Related Factors – Vehicle Level

1. Discussion: MMUCC Fifth Edition included DV1: Motor Vehicle Automated Driving System(s). This information is now collected as attributes **Vehicle was Equipped with Automated Driving System(s)** and **Suspect that Automated Driving System(s) engaged at the time of the crash or leading up to the crash** in the draft MMUCC Sixth Edition. NHTSA did a quality control review of the data coming into FARS and CRSS for the ADS element and found that Law enforcement officers don't have easy access to the information they need to accurately report this data. The intent of moving it to Related Factors - Vehicle Level is to only collect it when the information is known rather than collecting it for all vehicles. Some Committee members requested that States continue to collect the MMUCC Fifth Edition DV1 element for all vehicles. There may be a learning curve for officers, as there is no VIN marker or centralized database to determine if a vehicle has automated driving systems. Crash investigation into determining automated technology present and engaged in a vehicle may include a physical examination of the vehicle, a call to the manufacturer or dealership, witness statements, and talking to the driver.
 2. Suggestions:
 - Remove the two new ADS related attributes and add back in the MMUCC Fifth Edition element DV1: Motor Vehicle Automated Driving System(s)
- N. D1: Driver Presence
1. Discussion: The Driver Level is a new Chapter to mirror how many States currently collect this information. Driver Presence is in FARS and CRSS. In user-centered design, selecting **Yes** or **No** for this element directs the collection of data downstream in the report, i.e., if there is no driver present officers will not be required to collect more information about the driver. In an automated vehicle, a person sitting in the driver seating position is still considered the driver. Platooning, flocking, and other remotely controlled vehicles are on the roads, and it's unclear how to record these under this element if the person is operating the vehicle remotely.
 2. Suggestions: Add guidance to clarify how to record platooning and remotely controlled vehicles, when the person operating the vehicle isn't actually in the vehicle.
- O. D2: Driver Address
1. Discussion: States are already collecting this information.
 2. Suggestions: No suggestions.
- P. D3: Driver License Jurisdiction
1. Discussion: This element captures the issuing jurisdiction.
 2. Suggestions: No suggestions.
- Q. D4: Driver License Number
1. Discussion: This element captures only the driver license number.
 2. Suggestions: No suggestions.
- R. D5: Speeding-Related
1. Discussion: This has been updated to add an attribute selection hierarchy. The definition is contradictory as written—it says both “suspects” and “not on speculation alone.” Officers prefer to report things based on factual evidence, not speculation. Speeding-related can be determined by things like physical evidence, witness statements, reconstruction reports, and event data recorder (EDR) download. If a driver is exceeding the speed limit but it doesn't contribute to the

crash, is it worth capturing? Speeding-related may be more useful for analysis if captured as a related factor than in its own element.

2. Suggestions:
 - Clarify “suspects” and “not on speculation alone” in the element definition. Remove “not on speculation alone.”
 - Move Speeding-Related attributes to D10: Related Factors – Driver Level and remove D5.
- S. D6: Driver Distraction
 1. Discussion: NHTSA considered FARS, CRSS, and the needs of data analysts when updating this element. This is a subjective data element and accuracy relies on what the officer sees and what the driver says. **Unknown Use of Mobile Electronic Device** means the driver was using a mobile electronic device, but the purpose isn’t clear.
 2. Suggestions:
 - Combine **Talking/Listening on Hands-Free Mobile Electronic Device** and **Vehicle-Integrated Device or Controls (e.g., navigation screen, audio, climate controls, windows)**.
- T. D7: Attempted Avoidance Maneuver
 1. Discussion: This element captures what the driver did in response to the pre-crash event. Added **Lay Down Motorcycle** as a new attribute. The direction of steering may not be relevant to data analysis.
 2. Suggestions:
 - Combine **Accelerating and Steering Left** and **Accelerating and Steering Right**
 - Combine **Braking and Steering Left** and **Braking and Steering Right**
 - Combine **Steering Left** and **Steering Right**
 - Remove **Braking and Unknown Steering Direction**
- U. D8: Driver’s Vision Obscured By
 1. Discussion: This has been an element in FARS and CRSS for a while. The distinction between **Obstruction Interior to the Vehicle** and **Obstructing Angles on Vehicle** isn’t clear.
 2. Suggestions:
 - Clarify the difference between **Obstruction Interior to the Vehicle** and **Obstructing Angles on Vehicle**.
- V. D9: Violation Codes
 1. Discussion: This element wasn’t changed in draft MMUCC Sixth Edition.
 2. Suggestions: No suggestions.
- W. D10: Related Factors – Driver Level
 1. Discussion: **Looked But Did Not See** was an attribute under distraction in FARS and CRSS for years and applies to situations where a driver looked and didn’t see another vehicle or non-motorist (e.g., pedestrian, motorcyclist). It was decided that it isn’t actually a distraction, so it was moved to Related Factors – Driver Level in FARS and CRSS. **Opening Closure into Moving Traffic or While Vehicle is in Motion** refers to someone opening a door, hatch, or other closure. Analysis of FARS data has determined that **Road Rage** and **Aggressive Driving** are different things, despite being considered the same in some States. **Intentional Illegal Driving Off the Roadway** is intended to capture situations where a vehicle is intentionally driving in illegal areas of the trafficway (e.g., shoulder, median). A person may be tested for alcohol and/or drugs even if they refused a test, this is

why **Alcohol and/or Drug Test Refused** was moved here out of Alcohol Test and Drug Test. NHTSA has a drowsy driving program that looks specifically at crashes coded as Drowsy, Asleep, or Fatigued. It may be helpful to group similar attributes into subgroups like in other elements (e.g., C6: First Harmful Event, V37: Sequence of Events).

2. Suggestions:
 - Remove **Looked But Did Not See**.
 - Combine **Road Rage** and **Aggressive Driving** or provide a clear definition and distinction of **Road Rage** and **Aggressive Driving** if they stay as individual attributes.
 - Combine **Aggressive Driving**, **Road Rage**, and **Operating the Vehicle in an Erratic, Reckless, or Negligent Manner**.
 - Define **Intentional Illegal Driving Off the Roadway**. Consider changing to something like **Intentional Driving Out of Travel Lane**.
 - Combine **Drowsy, Asleep, or Fatigued** and **Ill (sick), Fainted**.
 - Combine **Alcohol and/or Drug Test Refused**, **Physical Impairment**, and **Under the Influence of Medication, Drugs, and/or Alcohol**.
 - Move **Alcohol and/or Drug Test Refused** back to P18: Alcohol Test. Create a hierarchy rule to clearly describe the process for reporting situations where someone refused the test but was tested anyway.
 - Group similar attributes.
- X. P1: Person Number
 1. Discussion: This element is usually computer generated.
 2. Suggestions: No suggestions.
- Y. P2: Name of Person Involved
 1. Discussion: No discussion.
 2. Suggestions: No suggestions.
- Z. P3: Date of Birth
 1. Discussion: No discussion.
 2. Suggestions: No suggestions.
- AA. P4: Sex/Gender
 1. Discussion: No discussion.
 2. Suggestions: No suggestions.
3. Close meeting – ended at 2:54 PM Eastern. We will start next time with element P5: Person Type.