

Comment from Terri Thompson

Posted by the **National Highway Traffic Safety Administration** on Feb 13, 2023

In support the inclusion of "P6. Special Function" data element in crash reporting and concur with Highway Safety Rationale. Also in support of Edit Rule ER.028 in Appendix C. Currently the pedestrian data element doesn't provide attributes to define a pedestrian in terms of the function or type. Road safety advocates, organizations, and those specifically involved in traffic incident management and work zone safety have struggled to collect accurate crash data to assist in developing performance measures and also strategies and countermeasures to reduce the number of fatalities and serious injuries of these person types.

Chapter 6, "D10 Related Factors - Driver level." The number of attribute values is very comprehensive and the ability to select up to four (4) may result in those listed in Remarks section being omitted which prevent collection of these attributes. They are important in developing a robust database on driver behavior factors to implement road safety strategies and countermeasures. For example, Slow Down Move Over laws have been enacted in all States and attempting to collect and analyze data related to these laws has been very difficult to measure compliance or noncompliance. The U.S. DOT adopted a Safe System Approach as the guiding paradigm to address roadway safety. U.S. DOT's National Roadway Safety Strategy (NRSS) found at link: <https://www.transportation.gov/NRSS/SafeSystem> and the U.S. Department of Transportation emphasis on this safety approach has been embraced by the transportation community for the most part. The focus on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response is challenging but needed. Stakeholders in road safety are working towards a future with zero roadway fatalities and serious injuries. Crash data is used for analysis, strategy development, performance measures, and justification for project initiations in Federal and local safety programs. We have made significant inroads on crash data reporting in our State and though their has been resistance in the amount of data now being collected it has proved to be very beneficial in crash analysis and decision making to provide safer roads and communities for all users.

Chapter 7, P17. Law Enforcement Suspects Alcohol Involvement and P19. Law Enforcement Suspects Drug Involvement

Element Definition: This data element reflects only the judgment of law enforcement as to whether alcohol (drugs) was (were) involved or not for this person.

Comment- These data elements should not be included unless probable cause exists or if a determination is made by a drug recognition expert.

Respectfully submitted by

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Chair of the Greater Hartford Traffic Incident Management Coalition