

MMUCC Committee – LE Data Collection Subcommittee Meeting

March 7, 2023

1:30 – 3:00 PM Eastern

Microsoft Teams

I. Participants

A. Committee Chair: Joanna Reed – NHTSA

B. Subcommittee members

1. Captain Brent Drummond — Missouri State Highway patrol
2. Major Lisa Barnett — Florida Highway Patrol
3. Loren Hill — Minnesota Department of Transportation, Office of Traffic Safety
4. Sergeant Sean Smith — California Highway Patrol
5. Investigator Thomas Mrozinski — Frisco Texas Police Department
6. Cindy Stewart — Colorado State Patrol
7. Lieutenant James Williams — Metro Nashville Police Department

C. Federal Liaisons

1. CDC
 - David Fosbroke
2. FHWA
 - Sarah Weissman Pascual
3. FMCSA
 - Jenny Guarino
4. NHTSA
 - Beau Burdett
 - Caitlin Webb
 - Donna Glassbrenner
 - Jeremiah Kinsman
 - John Siegler
 - Jonae Anderson
 - Joshua DeFisher
 - Lixin Zhao
 - Michael Frenchik
 - Tom Bragan
 - Tonja Lindsey
 - Rebecca Dieken
 - Rajesh Subramanian
5. NTSB
 - Brittany Rawlinson

D. VHB

1. Chelsea Palmateer
2. Courtney Ruiz

II. Federal Liaison Presentation: Brittany Rawlinson, NTSB

- A. Brittany Rawlinson was unable to present today. Joanna Reed will provide Brittany's presentation to the Subcommittee after the meeting. NTSB recommends collecting data on micromobility devices.

III. Review data elements

A. NM9: Non-Motorist Device Type

1. Discussion: This is a new element to MMUCC Sixth Edition. FARS and CRSS started collecting this in the 2022 data collection year, so the data are not yet available. There is a lot of concern about micromobility devices. This element has two subfields to capture the device type and whether the device was motorized.
2. Discussion: An e-bike would be coded as **Bicycle** in Subfield 1: Device Type, and as **Motorized** in Subfield 2: Device Motorization.
3. Discussion: **Railroad Vehicle or Road Vehicle on Rails** is an attribute to capture motor vehicle traffic crashes that involve people in/on trains and other vehicles on rails. Crashes involving rail vehicles that are outside the trafficway or without a motor vehicle in-transport are investigated by the Federal Railway Administration (FRA).
4. Suggestions: No suggestions.

B. Chapter 9: Narrative and Diagram

1. Discussion:
 - This is a new Chapter for the MMUCC Sixth Edition. NHTSA reviewed all available State documentation to identify best practices.
 - Committee members from Minnesota, Missouri, and Tennessee shared that sometimes officers do not include a narrative or diagram in some situations (e.g., the vehicles were moved prior to the arrival of law enforcement, there were no witnesses to the crash). This is a training issue.
 - Minnesota allows officers to import an aerial screenshot of the crash scene to use as the base of the diagram. This helps officers accurately diagram the crash and is useful for data analysis.
 - NHTSA can't advocate that States use a particular software, but they could note that States may wish to use an Incident Locator Tool (ILT) application in their data collection.
 - Some States still use paper reports—in this case, the diagrams are hand drawn by the officer, which is not ideal.
 - The narrative, diagram, and sequence of events should each stand on their own and be able to fully describe the sequence of events in the crash.
2. Suggestions:
 - Expand the chapter introduction to include this additional information:
 - a. Exclude Personally Identifiable Information (PII) or other sensitive information (e.g., no information on criminal charges). See Minnesota and Missouri as examples.
 - b. Diagrams and narratives should be included even if the scene was cleared prior to law enforcement's arrival or there was no additional investigation.
 - c. The sequence of events, narrative, and diagram should each stand on their own and fully describe the crash.
 - Update the example diagram to include arrows to depict the pre-event movement for each unit.
 - Implementation suggestion: use an Incident Location Tool that allows officers to import aerial photos into the diagram.

- C. The subcommittee has finished reviewing Chapters 4-9. Joanna Reed will leave the meeting invites on the calendar to use as needed as topics are brought up from members from any of the three subcommittees. Joanna will cancel the meetings the day before if they are not needed that week. The mid-point check-in meeting on March 29 will be held for all subcommittee members.
- IV. Close meeting – ended at 2:05 PM Eastern