

***National Safety Council
Traffic Records Committee
Best Practices Competition-2001
Nomination Form***

I would like to nominate the following project/program for consideration in the 2001 Best Practices competition as sponsored by the National Safety Council Traffic Records Committee

Person Making Nomination:

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Title of Project: **Maine Mobile Crash Reporting System (MMCRS)**

Project Team: Mr. Richard Perkins, Mrs. Tracy Poulin, and Mr. Phillip Patzer (Maine Department of Public Safety (MDPS)), Sgt. Richard McAlister, Trooper Shawn Currie (Maine State Police (MSP)), Ron Emery (Maine Department of Transportation) Femi Bajomo and Daniel Schuessler (BETA Information System).

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Project Goal: Develop and implement a Statewide Electronic Crash Reporting system to meet the needs of the Maine Department of Public Safety (MDSP), Maine State Police (MSP), Maine Department of Transportation, Law Enforcement and other state agencies in traffic safety planning.

Project Objectives: Develop an automated crash data collection system with crash location identification function using the state's Links and Nodes system provided by the Maine Department of Transportation. The State of Maine Crash Reporting System is designed for the Maine State Police and local law enforcement agencies for use in the police cruiser with data transfer (CDPD), and printing capability. In addition, an agency system is also provided to receive all incoming mobile data at the agency level.

Develop data transfer software that enables crash report data to be transmitted using the state Criminal Justice Information Network (CJIN).

Validate and store data in a central repository at the Maine Department of Public Safety, with export capability for transferring the data to the Maine Department of Transportation, other state agencies; and

Provide analytical reports to MDPS/MSP, local law enforcement agencies, for traffic safety planning purposes and create a public use file for public access over web.

Was the project successful? How was this determined?

This project made significant progress in the past calendar year achieving major milestones. Work was completed in redesign, automation and pilot testing of the automated crash report form, development of system design requirements for law enforcement agencies, development of an agency repository system to receive all the incoming mobile crash reports, design of communications programs for transmission and receipt of data, and development of “canned” report applications. The mobile application is currently being deployed and in use by **28** law enforcement agencies. Deployment to 141 sites throughout the state is planned for this year. In addition, the state has provided hand-on system training to **120** state and local law enforcement officers in the state, and plans to provide Train-the-Trainer training to all the law enforcement agencies in the state. This training will ensure and promote the proper use and acceptance of the system.

Brief Description of the Program:

The Maine Department of Public Safety, Bureau of State Police, Traffic Division currently receives and maintains crash information on paper form submitted by State and local police agencies throughout the state. In the past reporting was incomplete and inaccurate. The Traffic Division manually validated data and then the report was forwarded to the Maine Department of Transportation (MDOT) for microfilming and data entry. Copies of the microfilmed reports are sent back to the Traffic Division. MDOT then provides lookup access to the crash information via MDOT BPS CICS system. Using the report number retrieved via the lookup access, additional detailed information and hard copies of the crash report can then be retrieved by extracting the report from the microfilm. Needless to say the current process is a tedious one that does not provide ready access or reporting capability to MDPS. As a result of the TEA -21 Data Improvement Grant, a project was initiated for the purpose of redesigning the existing crash file by MDPS and automating the collection, reporting and transmission of data to a central State repository.

The concept would be implemented using the Criminal Justice Information Network (CJIN) as the main communication link between State/local law enforcement agencies and MDPS.

The automated crash report form has been developed and is now fully operational for use in both mobile and desktop environments. Pilot testing was completed in December 1999.

Software applications for the central repository and communication and receipt of crash data are under development as part of Phase 3 of this project.

Why do you feel this is a good example of a Best Practices effort?

We believe this to be an outstanding example of a “Best Practices” effort for the following reasons:

- ✓ Maine Department of Public Safety has made dramatic progress in totally redesigning, automating, and implementing its crash data collection and reporting system within 24 months. The data collection system is expected to be fully operational by the end of this calendar year.
- ✓ Maine system includes a crash location wizard, which is unique to this application for identifying specific crash location. The crash location wizard uses the current state Department of Transportation Links and Node system. The Node System uses the logic of appointing a four-digit number, called a Node, to all intersections, major bridges, railroad crossings, town and county lines, and compact urban lines. The segment of road between nodes is called a link. All Nodes and Links are stored along with their pertinent information on a system at MDOT, and special node maps have been drawn showing every Node and Link in the state. This unique application is being use to create a Map interface for a more accurate crash location identification in the State of Maine.

This is a “Best Practice” effort; accurate location of crashes is critical in the development of mitigating factors and countermeasures for crash prevention.

- ✓ The program can be replicated to other State agencies at relatively little additional cost. The New England states can take advantage of the State of Maine stakeholder buy-in approach, training methods, and system implementation plan.
- ✓ Efficiency will be increased. There will be virtually no lag time between crash data collection by State and local police agencies and reporting of data to MDPS using the CJIN system. Many more crash records particularly from large cities are expected to be entered into the system for the first time.
- ✓ MDOT will have the capability to integrate its crash file electronically with GIS applications and improve its ability to locate crashes for engineering purposes.
- ✓ An existing law enforcement telecommunications network was used to improve efficiency and keep costs minimal.

- ✓ The project is expected to remain fully operational using State funds. Grant funds will continue to support “fine tuning” of software products, improved data accessibility as well as expanded availability of data analysis products and reports.