Illinois Traffic Records Coordinating Committee Minutes
January 21, 2014

Attending: Bradley Long, Ann Libri, Darrell Clark, Les Nunes, Bill Morgan, Mehdi Nassirpour, Jacque Huddleston, Suzie Hulett, Dan Mueller, Mark Blankenship, Ann Hillen, Lesa Branham, Phil Pohlman, Ken Martin, Wei Wu, Jessica Keldermans, Tom Casson

By Phone: Ruth Kafenstock, Dave Sapochak, Gordon Wayman, Dan Leonard, Greg Piland, Dan Lee, Tom Fleming, Mike Woods, John Cliff, Darren Ashby, Kim Kolody, Mike Mayer,

Opening Remarks – Darrell Clark, TRCC Coordinator
Darrell opened the meeting with introductions. The minutes were approved.

NHTSA Comments – Kari Kinnard
Although Kari was not in attendance, Les Nunes updated the committee on a TSI class which will be held in Wisconsin in February. He will forward information.

FHWA Comments—Greg Piland
Greg informed the committee that the process review is complete and will be forwarded to the Secretary with their recommendations.

Updates

Safety Portal—Brad Long
Brad explained that the Safety Portal will be "one stop shopping" for users. Anticipates completion in August-September. He explained to Mehdi that they are still analyzing the "deliverables".

Safety Analyst—Ron Dace
Brad delivered Ron's report. The Safety Analyst software provides state-of-the-art analytical tools for use in the decision making process to identify and manage a system-wide program of site specific improvements to enhance highway safety by cost-effective means. The objective of the project is to implement the software using roadway and accident data from extracts of the IL Highway Information System (IHIS) and Crash Information System (CIS).

The validity and completeness of the roadway inventory data and the physical location of crash data provided the biggest challenges to implementation. The Safety Analyst software classifies crash sites as being on a roadway segment (inventory side or opposing side), on a ramp or at an intersection and it requires that certain attributes such as traffic counts by year, direction of travel, urban or rural designation, number of lanes and lane width be available for each of these site types. The recent implementation of the IHIS provided the architecture for the team to identify these locations; however the attributes were not always available in the data. Therefore, the team used default values and algorithms to fill in the required information. IHIS is single line geometry so locating opposing side crash data was done by projection and therefore subject to positional error. The use of Safety Analyst as a screening tool should not be greatly hindered by these issues and will improve over time as the validity and completeness of IHIS data continues to improve.

The project will officially be complete upon delivery of the statewide, state-only implementation of the Safety Analyst software and completion of the documentation for the data extract. There

will be a warranty period of three months. The statewide, state route only, implementation of the Safety Analyst product will be completed and deployed by the end of January to Bureau of Safety Engineering personnel in the central office and in selected districts.

CODES Updates—Mehdi Nassirpour

Mehdi introduced Wei Wu, a new CODES Analyst to the committee members and indicated that he would be conducting data linkages and analyses.

In June 2013, we completed the linkage of the 2010 crash data to 2010 inpatient hospital discharge data and 2010 emergency department (ED) to provide hospital costs and utilization patterns among those who were injured or died as a result of traffic crashes in Illinois. Mehdi shared two reports on the linked crash and hospital data (see the attached reports). The first report shows the overall linked records for both inpatient and ED data. The second report shows the provides descriptive information on number of discharges, average length of stay, primary injuries, types of crash controlling for demographics (age and gender), belt status, vehicle type, expected payment source and discharge status and several other factors. In addition, analytical models were developed to study the relationship between hospital charges, belt status and alcohol impairment, controlling for several demographic, vehicle and crash characteristics.

Our future plan:

1. Prepare a few Fact Sheets based on 2010 linked data
2. Link the 2011 crash and hospital discharge data
3. Explore linking 2014 pre-hospital run reports when the complete NEMSIS-based data become available. According to Dan Lee, we the complete data are available for the last Quarter of 2013. The Chicago data are not available for 2012 and first three quarters of 2013.

Traffic Records Performance Measures

Mehdi discussed the traffic records performance measures asked the members, specially the new members) to familiarize themselves with those measures. The linked to the traffic records performance measures was http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. In addition, he indicated that the DTS staff will work with all the grantees to come up with deliverables that will be acceptable to IDOT and grantees. Mehdi indicated that he will be setting up a meeting with the grantees to discuss their performance measures and a list of their deliverables.

Purchasing 10 iPads to conduct safety belt survey

Mehdi mentioned that he was not going to purchase 10 iPads since some of our observers felt comfortable to conduct the safety belt surveys manually. I am still exploring to at least purchase two iPads to see how it works. This will be helpful for us when we do additional surveys on Back seat occupants and cell phone use. Mehdi shared the back seat and cell phone survey results with the committee members.

MCR/CIS—Brad Long

They will be closing down MCR. Most agencies have opted for 3rd party XML vendors. CIS will be an enhancement with the safety portal.

XML Vendors for Local Agencies—Brad Long

As of the last quarter, there were 665 agencies using paper; 117 using XML and 92 using MCR. As of this report, there are four XML vendors.

Tom Fleming, Cook County Sheriff's Office, reported that he has 4 districts with 225 units on e-crash reporting. Paper copies are being scanned and sent. Within 45 days, all of units in all districts will have the new software.

Crash Reports--Jessica Keldermans

Data Entry is approximately 81 days behind the Date of Crash and Location Entry is approximately 99 days behind the Date of Crash. A number of staff have retired or taken other positions, so Jessica will be interviewing for replacements. Overtime is being investigated as an option for catching up.

ISP Crash Reconstruction—Jeff Darko

Sergeant Darko, who works in Phil Pohlman's Traffic Crash Reconstruction Unit (TCRU), was unable to attend the meeting. Phil offered the following update. The ISP Traffic Crash Reconstruction Unit is partnering with IDOT, Bureau of Safety Engineering, in a 3-year pilot program. The reduction of traffic crash fatalities and serious injuries remains a department priority. This new unit will provide the necessary tools to implement additional crash strategies and properly investigate and reconstruct traffic crashes.

This technical unit will provide a dedicated focus on traffic crash reconstruction and investigations as we will be constructed with a full-time assignment. The TCRU will consist of 16 dedicated officers who will be geographically located throughout the state and regionally based. The officers will report to Sector Master Sergeants, who will report to the Statewide Patrol Support Coordinator. These teams will respond and handle all ISP traffic crash reconstructions, including requests by other LE and state agencies.

City of Chicago/IDOT Data Integration—David Zavaterro

In Dave's absence, Darrell gave a quick update. Chicago has had some setback. Clarity is their third party vendor and they will be submitting their 21 scenarios in the latter part of the year. They are creating their own software.

SOS Imaging Enhancement—Gordon Wayman

During the last quarter (October to December 2013), our contractual employee screened 296 files, soundexed 798 files and answered 1486 telephone calls. Our Crash Report Review process is currently between seven and ten working days.

Data Analysis/Data Reporting of Statewide Databases—IDPH Ruth Kafensztok

Il EMS Data Reporting System (http://app.idph.state.il.us/emsrpt/) -- This is an interactive web-based reporting system providing the general public quick access to statewide injury and illness-related information from 4 data sources (Crash Report, Mortality, Trauma Registry, and Hospital Discharge). Updates:

- The following data updates have been obtained for inclusion in the web query system: 2012 Traffic Crash data; and, 2012 Illinois Trauma Registry (ITR) data.
- Request for 2012 inpatient (hospitalizations) and outpatient (mostly ED visits) data is currently in progress.
- An assessment of the Reporting System usage is being conducted. A preliminary analysis of web statistics has been conducted to examine time trends of web usage over several years.

Traffic Crash "Quick Facts" Fact Sheets -- These are 11 fact sheet style reports with tables and graphs providing general profiles for populations of interest using information from the Traffic Crash database. Update:

- Fact sheets update with 2012 data are in initial planning stages, with most development work planned for the 3rd and 4th quarters of FY 14.

Special study: This is a feasibility study to augment IL FARS data fields with completeness issues with ITR data where record matches are found between the 2 data sources. Updates:

- ITR data for this project was released on December 2013
- FARS related data was incremented with 2012 data
- Both data sources are currently under review and file preparation
- Feasibility study expected to be conducted in the 1st quarter of 2014

Mehdi asked Ruth to provide number of people who accessed "Emergency Medical Services (EMS) Data Reporting System" to Darrell Clark. The increase in the number of people who accessed the data will be used as an improvement in the data accessibility.

SOS: Data Dictionary and Flow Process Diagram—Dave Sapochak

Dave reported they have made significant progress with driver's 99% complete. They are projecting to complete this task in June, 2014. They also will hire a consultant to work on the second phase of the project. Mehdi asked if the existing databases were coordinated. Dave reported they are identifying what is in the files. Later on, they will try to integrate vehicle and driver files. It is not determined when that will happen.

NEMSIS v2 to NEMSIS v3—Dan Lee

Project 1 – Conversion of Illinois Pre-hospital Data Information System from NEMSIS Version 2 to NEMSIS Version 3. Note: NEMSIS is the National Emergency Medical Services Information System, which is both the national standard and national repository for EMS data in the US.

1. Version 2 Update
    a. Chicago Data
        i. Illinois transitioned to the NEMSIS standard during the latter part of 2010 and the first part of 2011.
        ii. Until recently the state had not received any of the City of Chicago's NEMSIS data; it
        iii. The state has not received any pre-NEMSIS data from Chicago since 2006, and that was for 2005 runs.
        iv. The Chicago Fire Department successfully completed the state's data validation process on August 16th of last year, and soon thereafter began uploading data with run dates of 1 October 2012 forward.
            1. We currently have received and imported Chicago data through mid-December of last year;
            2. Should be "caught up" (i.e., submitting current data on time) within the next few weeks).
        v. During the coming year we will be working on getting the Chicago data from 2006 through the third quarter of CY 2012.
            1. As a pre-requisite to completing validation, Chicago needed to get its dataset aligned with the state's NEMSIS dataset, in terms of the elements collected and validity rules; Chicago's data prior to the 4th quarter of CY 2012 does not meet these conditions.
            2. Chicago had committed to submitting its pre-4th-quarter CY 2012 data in 2014, and IDPH will import data to the extent possible.

2. Conversion to NEMSIS Version 3
    a. Dataset development
        i. Brought EMS Advisory Council Data Committee back into action again last summer to serve as the voice of EMS throughout the conversion process and beyond.
        ii. Developed a draft dataset in the fall of 2013, based on both national and state requirements
        iii. Solicited feedback from other stakeholder groups via a comment period
            1. Trauma (State Trauma Advisory Council)
            2. Stroke (State Stroke Advisory Council)
            3. Cardiac/Stemi (American Heart Association)
        iv. Finalized dataset mid-December, with unanimous approval by vote of the committee
        v. Validity rules and other technical specification to be drafted, reviewed by Data Committee, and finalized during the two to three months of CY 2014
    b. Software development
        i. Contracting process began mid-summer
            1. Contract received by program and vendor on 25 November 2013
            2. Contract effective date 21 November 2013
        ii. Bulk of software development work will be competed 1st quarter 2014, with testing and production rollout in the 2nd quarter of 2014

Project 2 – Prehospital data and Trauma data linkage pilot

1. First draft of the linkage approach white paper completed, with finalization expected by March 2014.
2. The coalition of EMS agency, EMS System, hospital IT, trauma and software vendor representatives working on design.

FY2015: 408 Grantees Projects

Les briefed the TRCC committee on the importance of knowing estimated amount money the TRCC grantees will need in order to secure the required state appropriation. He reminded the TRCC grantees to coordinate with their agency's finance department to secure the required state appropriate. An example: the SOS Data Dictionary project needs to increase state appropriate to fit the need of the grantee.

Mehdi reminded grantees to submit legitimate projects with proposed budget sheets and follow the NHTSA guidelines on the legitimate TRCC projects. You must show progress or your grant may not be renewed.

Darrell explained that the TS 408 grant proposals must be received in a word format by March 18, 2014.

Subcommittee Reports

Planning—Jessica Keldermans

Nothing to report at this time.

Data Quality—Mark Blankenship

Mark announced that Ken Martin is now with Traffic Safety and will serve as chair. Ken is working on an electronic survey. The committee discussed the need to fill the two vacant FARS analyst positions. NHTSA has the FARS/CIS to share data. The committee will be meeting soon.

Engineering Factors—Priscilla Tobias

Kim Kolody reported

1. The SHSP is the overarching safety plan for Illinois. We will be updating the IL SHSP and the TRCC acts as the Implementation Team for the Information Systems for Decision Making Emphasis Area.
   a. We will need to set up a date and time to discuss strategies that need to be captured as completed and those that need to be added to the SHSP. Thinking 4E's!
   b. The Statewide Safety Summit is April 22-23rd at the Crowne Plaza in Springfield. We will be working on the agenda.

2. We have developed heat maps for emphasis areas for all 102 counties.

3. We have Safety Analyst reading to test statewide and 3 districts Identified to assist in that. I am working with AASHTO for specific training.

4. We are finalizing a 5% severe safety needs list for local roadways (2007-2011). We will be providing this to the districts and the local agencies but it will be confidential and not available to the public. We are working with BIP to have the 2012 crash data layer linked to the roadway layer to perform statewide safety analysis.

5. We are working on determining the curve radius and lengths that contribute to severe crashes. This will support the top 50 curve list for each district.

6. We have identified Priority Pedestrian Safety Corridors.

7. We have developed Systematic Safety Analysis Guidelines. Our goal is to further identify contributing factors statewide that can be addressed.

8. We are issuing a policy requiring the use of RSAs on HSIP funded projects over $1M. Strategies will be included in the SHSP.

9. We are funding an enhanced Illinois Crash Reconstruction Program to improve the safety data related to fatal crashes, to be more responsive with engineering improvements, perform more RSAs and to get our roadways open more quickly.

Future Meetings

- April 15, 2014
- July 15, 2014
- October 21, 2014