Illinois Traffic Records Coordinating Committee Minutes
July 15, 2014

Attending: Darrell Clark, Greg Piland, Mike Gillette, Brad Long, Dan Mueller, Mark Blankenship, Debra Neighbours, Mehdi Nassirpour, Wei Wu, Ken Martin

By Phone: Ruth Kafenstock, Gordon Wayman, Dan Leonard, Dan Lee, Kari Kinnard, Darin Ashby, Jacque Huddleston, Evelyn Lyons, Kari Kinnard, Priscilla Tobias, John Clifford, Michael, local roads, Dave Sopachak

Darrell opened the meeting with introductions and thanked the committee for assisting with the smooth running of the projects this past year as well as for the proposals that have been sent in for 2016. Darrell reminded voting members to submit their votes on the FY2015 projects.

NHTSA Comments – Kari Kinnard

Review committee is currently reviewing applications and will send results as soon as completed. She stressed the importance of the TRCC work that comes out of the committee and data. Without the completeness, accuracy and timeliness of the data we cannot put together the problem identification and would not be able to combat injuries and save lives. What can be done to effectively use this money? Kari explained the breakdown of expenditures 408 SAFETEALU dollars 9% are obligated and 1% expended and MAP21 money must be spent after SAFETEALU money is exhausted. We do not want to lose that money. Look to other states—see how they effectively spend their funding. Deadline on MAP 21 dollars—data dollars are hard to expend but because of that Congress has put a deadline to use the funds. Every state has 3+1 years to spend or lose the funding that was given to them.

Mehdi inquired if we have submitted anything to NHTSA on improvement of data and what is the deadline for data application and to show projects with improvement? She will check with the review committee. If information is missing, the committee will let you know and you can submit.

FHWA Comments – Greg Piland

To assist in improving the Illinois TRCC, FHWA could possibly apply for Technology Transfer funds (T2) to fund travel to attend other states TRCC meetings and discuss their current processes as compared to Illinois.

FHWA/IDOT completed the Data Accessibility Process Review and gave presentation to IDOT management including Aaron Weatherholt, Tonya Loker and Priscilla Tobias on April 1, 2014.

Findings from the review were presented and Action Items (just below) were produced to improve the current systems.

Recommendations	Target Implement Date	Designated Point Person	Resolution
1. Organize a team with representatives from local, state and federal agencies involved with crash data and its use including but not limited to IDOT (Chief Counsel, Division of Traffic Safety and Bureau of Safety Engineering), Law Enforcement, Emergency Medical Services, and Engineering to assist in review of existing legislation and modify existing statutes or recommend new crash accessibility and usage legislation. Examples of possible reform or addition are: • Clarify and create consistency between statutes that define and allow greater accessibility to crash reports and data particularly to engineering, law enforcement and emergency medical services • Implement language to define and clarify what data, if any, is confidential • Consider how provisional data can be released and to whom • Consider language to require electronic crash reporting • Consider penalties to agencies not submitting crash reports within the 10 day period	5/1/2014	Priscilla Tobias Tonya Loker	Organize a Team to assist in review of legislation, data release, electronic crash reporting, and other areas of crash data reporting and use.
2. Engage the same team from the previous recommendation to create written policies and guidelines that include but are not limited to: • Define what crash "data" or "reports" can be released; • Define what information on a crash report is "personal" and "confidential" and what can/cannot be released; • Clarify who can receive data including the media, general public, researchers, consultants, etc., and under what circumstances; • Create guidelines for regular review and/or updates to the crash report form; • Create a strict schedule for completion of year-end crash data within a defined time period; • Create "provisional" data use policy	Same as Resolution June 15 for Sub-committees	Same as Resolution #1	Same as Resolution #1 Establish subcommittees from team in #1
3. Create a password protected system allowing user friendly access to crash report images, mapped locations of crashes and a query system to facilitate a more efficient, timely and independent review of crash data by other agencies besides IDOT. We have been informed that IDOT currently has plans to expand and update the Safety Data Mart and give access to outside agencies but completion dates or what is to be updated is unknown at this time. If this is the case, communication of these on-going efforts to non-IDOT users is advisable as well as including them in the design of the new system.	9/1/2014	Brad Long	A Safety Data Mart Portal is being developed and will be implemented by 9/1/2014

4. Review and create a system which provides the data owner's easy access to their own crash reports. Also prior to the release of any new data systems, as an interim step review the possibility for immediate access to the IDOT internal Safety Data Mart, GIS mapping program and crash report imaging system. Provide user friendly access to crash report images, mapped locations of crashes and a query system to facilitate a more efficient, timely and independent review of crash data by other agencies besides IDOT (also see recommendation #3). Provide better communication of crash data availability to enforcement, ems and engineering. IDOT currently has plans to expand and update the Safety Data Mart and give access to outside agencies but completion dates are unknown at this time.	9/1/2014	Same as #3	Same as #3
5. Revise forms BDE 2564 and 2565 to incorporate consideration of crash data and information regardless of whether the project limits include a Five Percent Location.	6/15/2014	PriscillaTobias Mike Brand	Revise forms BDE 2564 and 2565 to look at all safety issues on projects.

Updates:

Safety Analysts—Mike Gillette

- Implementation and final testing for Safety Analyst is underway in Central Office and in 3 of the districts; 1, 5 and 9. At Central Office the software is running fine, but in the three districts there is a problem accessing data across the network from the CO server. BIP is working to fix this problem.
- This implementation of Safety Analyst is limited to state routes only. The next phase is planned to include local routes.

Safety Data Warehouse – Brad Long

- Nothing new with the Safety Data Warehouse. We are using information from this Data Mart to feed Safety Portal reports.
- Safety Portal – Everything is still on track for an end of August release.
- MCR, CIS – nothing new on CIS front, however MCR is still being targeted for shutdown at the end of this calendar year. CIS and Safety Portal staff are working with ISP on what they need for their replacement system to provide XML to CIS. The package that ISP chose to go with is TraCS.
- XML Vendors for Local Agencies – Cis staff continue to work with agencies moving to a Third Party Vendor and validating that the XML meets standards. Mentioned Chicago moving to providing XML here in the near future and with their volume will cause a significant reduction in data entry when they actually implement.

CODES Updates—Mehdi Nassirpour

During the last quarter, we have accomplished a few items:

- We have completed 2010 and 2011 analysis and are in a process of producing more results based on the linked data.
- We presented results 2010 data linkages at the IDPH on July 8, 2014, 2013. The main attendees were public health professionals. Darrell has a copy of our presentation. We will post the presentation on our website.
- We have completed a data quality reports showing the relationship between the KABCO and MAIS severity scores. Mehdi shared a short report on the relationship between

KABCO and severity of injury (see Table below). He indicated that 2010 and 2011 linked data show that about 53 percent of "A" victims who were hospitalized, coded as minor injury category under the hospital discharge data.

- Maximum Abbreviated Injury Scale (MAIS) by Crash Severity Level for Year 2011

MAIS	Injury Missing		A		B		C		K		O	
	N	%	N	%	N	%	N	%	N	%	N	%
No Injury	0	0.0%	261	3.2%	970	4.5%	667	5.3%	28	8.6%	650	4.7%
Mild	5	55.8%	4462	53.9%	16162	75.1%	10464	82.4%	42	12.7%	11578	84.2%
Moderate	4	44.2%	1907	23.0%	3087	14.3%	1039	8.2%	40	12.0%	970	7.1%
Serious	0	0.0%	974	11.8%	596	2.8%	103	0.8%	73	22.2%	73	0.5%
Severe	0	0.0%	457	5.5%	198	0.9%	49	0.4%	43	13.1%	38	0.3%
Critical	0	0.0%	60	0.7%	18	0.1%	4	0.0%	66	20.0%	1	0.0%
Maximum	0	0.0%	7	0.1%	0	0.0%	2	0.0%	1	0.2%	0	0.0%
Missing	0	0.0%	159	1.9%	499	2.3%	371	2.9%	36	11.0%	444	3.2%
All	9	100.0%	8286	100.0%	21531	100.0%	12699	100.0%	330	100.0%	13752	100.0%

- We have sent our final interagency data-sharing agreement to IDPH for the review and comments. We propose to extend our data sharing agreement until 2019. I want to thanks Dan Lee, Adelisa Orantia, Barbara Fischer, from IDPH for their review and comments on the data sharing agreement.
- Since NHTSA no longer has the data linkage software contractual agreement, we are in the process of completing our private-contractual agreement with the data linkage software owner to provide us with an updated version of software along with technical consultation on the data linkages.
- Our future plan:
    - Prepare Fact Sheets based on 2010 linked data
    - Link the 2011 crash and hospital discharge data
    - Explore linking 2014 pre-hospital run reports when the complete NEMSIS-based data become available. According to Dan Lee, 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.
- CODES Application for Funding

Traffic Records Performance Measures

Mehdi discussed the traffic records performance measures and asked the members, specially the new members, to familiarize themselves with those measures. The link to the traffic records performance measures is http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. He explained how the state agencies that maintain the traffic safety-related database should follow the national report and establish performance measures on the six components of data quality.

Performance Measures—FHWA published a document entitled "National Performance Management Measures: Highway Safety Improvement Program" in the Federal Register on 3/11/2014 and it is available on line at http://federalregister.gov/a/2014-05152. In this document, they outline all the proposed performance measures for highway safety including measures of serious injuries. According to this document, they recommend that states develop a precise measure of serious injury using system, such as CODES by year 2020. Fortunately, here in Illinois, we are way ahead of the other states since we have been able to link our crash data to health care data. Mehdi provided comments on the performance measures.

Purchasing 10 iPads to conduct safety belt survey

Mehdi mentioned he was still exploring purchasing 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.

Crash Reports - Jessica Keldermans

The Stats Unit is 72 days behind and working February 2014. The Location Unit is 100 days behind and working August 2013. The Stats Unit closed 2013 on June 16, 2014. We had 10 temporary service employees working on Data Entry from May 5-July 3 and they helped us tremendously. The Stats Unit worked overtime from May 19-June 16 to help close out 2013.

SOS Imaging Enhancement- Gordon Wayman

- The position became vacant on March 17, 2014. Our replacement started on April 21, 2014.
- During this quarter, our Contractual employee screened 1274 file and soundexed 671 files. The employee is currently in training on telephone procedures and other areas in the accident new case area.
- We are maintaining a five day turnaround.

Data Analysis/Data Reporting of Statewide Databases - IDPH-Ruth Kafenstock

- EMS Data Reporting System – The web application was updated July 10, 2014 with 2012 data for IDOT Traffic Crash Report, Illinois Hospital Discharge data and Illinois Trauma Registry admissions.
- IL Traffic Crash "Quick Facts" Fact Sheets – Final drafts for the 2012 data update for the set of 11 fact sheet reports were finalized in early July, and will be further reviewed for approval.
- FARS-ITR data augmentation study – Feasibility tests were successfully completed in June 2014. The study consisted of linking three calendar years (2010-2012) in a deterministic approach. The linkage strategy resulted in a total of 1084 matches, including 348 FARS records that lacked BAC results. A BAC value in the matched ITR record was found in 234 cases of the 348.

SOS : Data Dictionary and Flow Process Diagram - Dave Sapochak

Data Dictionary is complete. Detail analysis of all 3 database domains is complete. Supplemental code table document is in process as well as a table usage by program cross reference document. The DD and supplemental will serve as foundation documentation for the next phase of our Data Warehouse implementation.

Prehospital and Trauma Data Linkage – Dan Lee

- To summarize my remarks on today's call about IDPH's NEMSIS1 Version 2 to NEMSIS Version 3 Conversion Project, we have sufficiently met the goal of delivering a functional product within this grant period, based on the work completed toward the following six objectives:
- 1 NEMSIS is the National Emergency Medical Services Information System, which is both the national standard and national repository for EMS data in the US.
- **Objective 1. A live NEMSIS-V3-compliant KeyData software application is deployed and collecting production data and uploading these data to a web server.**
- Status: Complete and ready to transfer data to the state database. Beta testing using live data reporting planned for the week of July 21st - 25th.
- **Objective 2. A designated State-of-Illinois SQL server is configured to accept and store data sent to it from the NEMSIS-V3-compliant version of the state-level main EMScan application.**
- Status: Awaiting setup by CMS.

- **Objective 3. The NEMSIS-V3-compliant version of the state-level main EMScan application is capable of downloading from a web server data generated and uploaded by multiple NEMSIS-V3-compliant KeyData software application installations, processing the data, and storing the data in a designated State-of-Illinois SQL server.**
- Status: In place and awaiting sql server setup by CMS. Functionality will be verified during the July 21st - 25th beta test.
- **Objective 4. The NEMSIS-V3-compliant version of the state-level main EMScan application is capable of importing test V3 data obtained from the NEMSIS TAC, processing the data, and storing the data in a designated State-of-Illinois SQL server.**
- Status: In place and awaiting sql server setup by CMS. Functionality will be verified during the July 21st - 25th beta test.
- **Objective 5. NEMSIS-V3-compliant data can be retrieved from the State-of-Illinois SQL server in the form of ascii tables, and these retrieved data conform the Illinois and NEMSIS V3 requirements as set out in the NEMSIS data dictionary, the NEMSIS XSD, and the Illinois Schematron.**
- Status: In place and awaiting sql server setup by CMS. Functionality will be verified during the July 21st - 25th beta test.
- **Objective 6. Completion of the objectives outlined above implies the finalization of a production Illinois NEMSIS V3 Schematron. This will be reviewed and tested by the state and published for use by third-party vendors.**
- Status: Publication expected on or before 15 August 2014.

Subcommittee Reports

Planning – Jessica Keldermans

Committee has not met.

Data Quality – Ken Martin

1. The subcommittee has 7 action items to accomplish.
2. Currently, we are working on Action Item #2, which calls for a survey of all agencies we can identify that collect data related to motor vehicle crashes, not the crash reports per se.
    a. A draft of an electronic document has been reviewed by DTS staff and determined we need to drill down in the survey with more questions focused on the performance metrics of data collection, including:
        i. Timeliness
        ii. Accuracy
        iii. Completeness
        iv. Uniformity
        v. Accessibility
        vi. Consistency
    b. We are doing a second draft of the survey to incorporate questions on the performance metrics.
3. The new Safety Portal we are developing will address Action Item #1, to provide more training for law enforcement agencies on the SR 1050 and XML reporting.
    a. It will also allow DTS to indicate problem areas in data collection statewide, or for a specific law enforcement agency.
4. Action Item #3, regarding data validation for XML reporting is currently being accomplished by DTS with the 22 scenarios that an agency must comply with before they can report using XML vendors.
5. Action Item #4, changes in legislation, is being addressed by a committee formed after the FHWA review of Data Availability and Use by DTS.

6. Action Item #5 is on-hold. We would have to collect significantly more data to be able to develop a methodology for improving intersection coding of crashes.
7. Action Item #6 is on-hold pending a review of the performance of the new SR 1050 implemented in January 2014. We may seek ways to simplify the form if possible, but that would potentially lead to less data collected, which normally we seek more data to learn more about the crash.
8. Action Item #7 calls for monitoring the use of the new SR 1050, which is currently on-going.