Illinois Traffic Records Coordinating Committee Minutes
October 29, 2019

TRCC Attendees	
Mehdi Nassirpour, Mark Blankenship, Jessica Keldermans, Anne Hillen, Rebecca Dieken, Cynthia Waters, Bill Morgan, Jonathan Lloyd, Cassidy Weller, John Mellor, Santina Nunn, Kelly Larimore Tim Petters, Richard Bilbrey, Juan Pava, Doug Keirn	IDOT
Angie Williams	ISP
Donna Cooper, Andy Simmons	SOS
Stephen Laffey	ICC
Adelisa Orantia, Jennifer Martin	Illinois Department of Public Health
Parry Frank	CMAP
Mahdi Rajabi/Kim Kolody	Jacobs (IDOT Consultants)
Lyn Warren	NHTSA
Greg Piland	FHWA
James Hall, Dan Leonard	University of Illinois in Springfield
Ruth Kafensztok	Loyola University

Welcome/ Introduction

The meeting was called to order at 9:05 AM by Mehdi Nassirpour. He welcomed everyone to the meeting. He introduced John Paris as a new Traffic Records Coordinator who will be working with the TRCC members to improve quality of the existing safety related databases. During the next couple of months, he also will be working on following items:

- Updating and revising Traffic Records Committees (Executive, Technical, and Sub-committees)
- Updating TRCC Charter
- Developing Performance Measures
- Regular meeting with the TRCC grantees to review their grants
- Getting ready for a new Traffic Records Assessment
- Updating Traffic Records Strategic Plan

Brief Report from NHTSA and FHWA

Lyn Warren of NHTSA talked about the new NHTSA reports available at the NHTSA website (https://crashstats.nhtsa.dot.gov/#/)

- 2017 Traffic Safety Facts Annual Report Tables
- 2018 Fatal Motor Vehicle Crashes: Overview
- Geographic Summary of Pedestrian Traffic Fatalities
- FARS Data Site: https://www-fars.nhtsa.dot.gov/Main/index.aspx
- FARS New Query System: https://cdan.dot.gov/query

In addition, she mentioned that that all the states started to transfer their fatality data to NHTSA electronically. Finally, she indicated that the 6th Edition of MMUCC was out and the MMUCC committee was looking for comments from the states. She also mentioned that she was going to retire by the end of this year and Jeffery Welter will be the NHTSA program manager for Illinois

Greg Piland reported FHWA will start looking at the State's performance measures and determine whether Illinois has met or made significant progress toward meeting 2014-2018 HSIP targets. FHWA uses 2012-2016 data as the baseline period for assessing significant progress. Then he referred to a Special Rule for HRRR safety which states: "If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk rural roads."

Parry Frank asked about the older driver issue as a special rule of MAP-21. Greg Piland said that he would get back to him later. Later on, Greg responded to Parry that under the special rule, if the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 in a State increases over the most recent 2-year period, a State has to include strategies to address the increases in those rates in their State Strategic Highway Safety Plan (See the special rule: https://safety.fhwa.dot.gov/hsip/older/).

New Business (Status Report on the following Items)

Mehdi said there are four traffic records applications for funding for FY 2021. He asked John to send out the applications to the committee members for their review and approval.

Update on Implementation of Strategic Highway Safety Plan

Cindy Watters reported that the action items drafted by the nine (9) working groups, covering the 16 areas of the Strategic Highway Safety Plan (SHSP), are being coordinated and cross-matched in order to prepare a summary report.

Safety Analyst Software Training

Mehdi reported that the BSPE staff have been working on the Safety Analyst software and its application in the traffic safety areas. Dan Leonard discussed a report that used Safety Analyst to conduct evaluations of a single site and of a construction project.

In discussion, it was noted that data for Safety Analyst will be updated to 2014-2018, superseding the current 2009-2015 data. Mehdi also reported that GIS team at BIP will be working on linked roadway and crash data for both state and local roads. Currently they plan to focus on linking the roadway and crash data for both state and local roads among three counties (Sangamon, Peoria, and Madison).

Update on Data Governance Technical Assistance Report

Mehdi reported that he received a draft copy of final report entitled: "Illinois Safety Data Business Plan: Data Management and Governance." This report summarizes all the findings and recommendations based on the assessment that was conducted in December 2018 (see attached). This report provides a road map for IDOT to establish a data governance.

Data Linkage Project with IDOT/IDPH

Mehdi reported that the Center for Disease Control (CDC) grant, prepared in association with IDPH's Injury Prevention Program, has been funded. Jennifer Martin from IDPH reported that the grant is for one year and began on August 1, 2019 with a second year anticipated. CDC has introduced their Transportation Safety Team and provided resources particularly for linking crash and hospital data. The Illinois research team (IDPH and IDOT staff) attended the CDC grantee meeting on September 10, 2019 and discussed the project narrative and status. Currently efforts are in the planning phase, including the drafting of data-sharing agreement and preparation for hiring of new staff. Along with Illinois, Massachusetts, North Carolina, and Colorado were funded.

Data Quality Issue

Parry Frank from CMAP reported that the road classification in the statewide crash extract file is inconsistent and incorrect in the city of Chicago. This is very important because CMAP uses fatality and injury crash data on local jurisdiction federal aid eligible roadways to allocate Surface Transportation Program (STP) funding within the region. Anne Hillen responded that the location coding (based on latitude/longitude) in the city of Chicago is incorrect. IDOT uses street name and addresses to locate crashes in Chicago because of inconsistencies in GPS location abilities. These inconsistencies are caused by the general congestion of the city and tall buildings. Also, the numbers of overpasses and underpasses make specific street addresses a more accurate location option.

Update on 2018 Crash Data

Jessica Keldermans reported the 2018 data are ready for the users. She also reported that both 2018 Crash Facts and Trend Analysis documents will be posted on the IDOT's website in November. Jessica said the 2019 crash data is anticipated to be available sometime in March 2020.

Update on 2019 SR 1050 Crash Report Form Rewrite

Jessica Keldermans reported that all programming at IDOT complies with the new 2019 form. Only one XML vendor needed an extension through to modify their system based on the new crash form. About 85% of Illinois crashes are submitted to IDOT electronically. In addition, she reported that they proposed a legislation to make the electronic reporting mandatory.

Status Report on the TRCC Projects:

Trauma Registry Data

Adelisa Orantia reported that a vendor was selected but there are still pending issues with the IDPH legal department. In addition, they are in a process of testing the new web-based data collection and reporting systems. There are 61 facilities that will test the new web-based system.

Imaging Enhancement

Andy Simmons of SOS reported that this funding continues to support the work of a contractual employee in processing imaging enhancement.

State to State Verification System

Andy Simmons reported that the state-to-state system is currently in the design and coding phase. Illinois was scheduled implement this system by November 16, 2020.

Data Linkage/Data Warehouse

Andy reported that a new contractor has been selected for this project. They are in a process of reviewing all the existing databases at SOS. The main goal of this project is to provide standardization and integration of driver and vehicle files and facilitate data mining, trend analysis, and data sharing.

The meeting was adjourned at 10:30 AM

The next meeting will be on January 23, 2020.