

Illinois Traffic Records Coordinating Committee Minutes
April 19, 2010

Attending: Jeff Darko, David Gruenenfelder, James Hall, Lou Humphrey, John Jones, Gwen Montgomery, Mehdi Nassirpour, Les Nunes, Rob Robinson, Joyce Schroeder, Mike Steiner, Jessica Keldermans, Shannon Alderman

By phone: Sherri Akers, Abraham Emmanuel, Susan Fitzpatrick, Mike Gillette, Jacque Huddleston, Jay Keeven, Lei Xinrong, Dan Mueller, Roseanne Nance, Priscilla Tobias, Dan Lee

Non-voting members attending: Alex Cabral, Jim Garceau, Ruth Kafensztok, Dan Leonard, Evelyn Lyons, Greg Piland, Peggy Westerfield, Michael Morris

Lori Midden opened the meeting with introductions. After much discussion of the phone issues, Lori asked that if there are corrections to the minutes that they be e-mailed. No old business

Alex Cabrel, NHTSA, reported that he is waiting for the 408 application to arrive for review. Lori explained that we have sent a letter to NHTSA requesting an assessment for the TRCC. April 4-8 or 11-15 dates were requested.

Greg Piland, FHWA, reported that the national committee survey form is complete and will be going out to states within the next month. The intent is to send to all regional traffic safety offices set up by NHTSA. Governor's Reps and all DOTs. General idea to gather training needs of all the states. Specific courses—will try to adapt to needs of states. Please respond on the needs of your state.

Updates:

Safety Data Mart--Peggy Westerfield

Safety Data Mart – This week will launch a new website that is accessible to external users who register. Within the site, they will have access to a variety of tools including: 1) interactive reports; 2) an Interactive map (offering ability to navigate to points then select/display; provide layers that can be used in different combinations; and allow a query of 10 different attributes with results displayed on both map and grid); 3) a Cube browser that provides true adhoc reporting (users can define any fields as filters, rows or columns to generate a variety of reports); and 4) help files and documentation. An e-mail will go out later this week to existing users and training will be offered through GoTo Meeting format.

Safety Analyst – Initial portion of the project has been spent on data management (this involves generating site-based data and mapping our source data into the required formats). Project experienced delays as Illinois was one of the first states to use SQL platform with a high volume of data. Recently had a breakthrough and are now shifting focus to the Analytical aspects of the software.

Kickoff meeting for testing held on Friday, April 16, 2010. Test dataset includes: Champaign, Sangamon, Vermilion counties and West Chicago Township. It includes Intersections, segments and approx 130,000 crashes. This represents approximately 5% of the statewide data. Testers include: Traffic Safety (Lori Midden, Mike Morris and Justin Williams); OP&P (Andrew Gossrow); Bureau of Safety Engineering (Roseanne Nance, Mike Gillette, Dave Piper,

Kim Kolody); and BIP (2 resources). Anticipate that many issues will be reported and we will research and then resolve prior to generating a statewide dataset for testing.

Priscilla Tobias provided an update that a conference call was held with AASHTO (ownership of the software transitioned from FHWA to them) to discuss issues with software development/support. Our licensing fee allows us a seat on the steering committee, which will be filled by Roseanne Nance.

CODES--Mehdi Nassirpour

He reported status report on the March 17th CODES committee—recommended TRCC committee access the website and review the two new reports, Motorcycle Related Injuries and Fatalities and Health Care Cost and Utilization Patterns. EMS data from public health—pre-hospital run reports. Based on agreement with PH—Loyola group will be analyzing data. Ruth will report on this later in the meeting.

After 2009, hospital discharge data-out patient data is being collected and will be linked—ED (out patient data) 300,000 cases will hopefully be able to link our crash data with this data. In terms of CODES project for next year, so far we have been able to hire another person—Xinrong Lei to replace Susan Fitzpatrick when she retires in the next few months—working closely to learn data linkage.

Based on the two referenced presentations, we are working closely with motorcycle group, i.e. helmet usage, etc. Recent data must be in compliance--new elements must be in compliance with NEIMSIS. Getting better at this process. This year our progress report will show that we used CODES in qualifying for the 408 grant. Working with Priscilla in terms of location

Crash Reporting—Jessica Keldermans

Stats Unit is 35 days behind the date of crash--working on February 2010 reports
Unit closed out 2009 on March 2—14 days earlier than last year.

Location Unit is 55 days behind date of crash—working on January 2010 reports
Unit closed out 2009 on March 26—29 days earlier than last year.

Also, this is the earliest Location has closed since 2000.

Safety Responsibility Unit is working January 2010.

Case Prep is scanning in real time.

2009 fatalities closed out April 6--final count is 911 fatalities, 832 total fatal crashes.

Jessica reported that Joyce Schroeder and Lori Midden are still working on records. June is usually the month when number is finalized. Priscilla explained the need to get the final count as soon as possible.

MCR/CIS--Jim Garceau

CIS

- In development on the tasks to integrate CIS with SafetyNet
- Still waiting to meet with the FARS folks about participating in a pilot program to electronically submit FARS data

- Continuing to collect requirements for handling the “not a crash” cases— ped/pedal, under \$1500/\$500-no injury/tow, etc.
- Pilot testing the electronic transfer of data from 3rd party vendors
 - iyeTek has several agencies in pilot mode. Traffic Safety is looking at the images/data being submitted and working with the vendor to final things.
 - New World is still working on upgrading their pilot agencies
 - We have NDAs established with 2 new 3rd party vendors – SunGard Public Sector & Information Technologies
- Decommissioned the 11 legacy imaging servers

MCR

- Completed the MCR Request For Information (RFI) for electronic crash and citation data
 - Responses were received 12/7/2009
 - Written responses were reviewed
 - Follow-up demonstrations for those vendors that met the RFI criteria was 1/28/2010 thru 2/1/2010
- Legal/leadership are currently determining a direction for the RFP
- As part of the RFP, DTS and ISP are working on defining requirement for a statewide citations repository and an XML format for transfer of the citation data similar to what is currently in place for the crash data.

Local Crash Location Data Collection Project—Priscilla Tobias

Project is complete—Cook County is being wrapped up. Information is incorporated in the safety data mart for locals to use.

Safety Performance Project is complete and report is now on the IL Center for Transportation website. After Safety Analyst is in place we can revise.

Trauma Registry Data and NEMISS Project at IDPH—Dan Lee

Electronic data submission specification and data collection forms and systems software have been brought into alignment with the standards so we are ready to go. Launch date is April 29. We will begin accepting NEMISS compliant data from the EMS provider services. We will provide a one year grace period for electronic data submitters until they get their systems switched over. Some submitters will begin immediately as they were involved in our beta testing process. Likewise we will allow 6 months for those who submit on paper so they can deplete their stock of forms. Mapping the new data to our existing data set for a period of time and we will begin mapping old data that we get in to the new data system, after about six months. And after a year we will only accept electronic data. This is phase one to make our project NEMISS compliant. Phase 2 is to add additional data submission capability for submitters. Currently they can submit on paper or hire a software vendor to capture electronically and export to us. We are in the process of creating a web based submission capability so that those who are currently submitting paper forms can log on to a couple of different screens and enter the information. Those currently submitting electronic files can validate and upload files to same site. Everything with vendor is going forward—up and running by end of June. Will not go live until EMS has our test and production environments fully

operational at that time and have all our security pieces in place for people to register. Looks like we are on track.

Mehdi asked if IDPH has 2008 and 09 data based on NEMISIS data or based on old data. Dan report that by April 29 they will be receiving NEMISIS compliant data. It will take a year before all submitters are submitting NEMISIS compliant data.

Citations Data Update—Sherri Akers

Due to IDOT's decision to change the direction of MCR, and post an RFI that requested information on e-Crash and e-citation, ISP did not move forward with a pilot project. Any contact with e-Citation vendors would have potentially put that vendor out of contention for bidding on e-Crash and e-Citation RFP. Therefore, it was the decision of ISP and IDOT leaders to partner to work on this project. On January 15, 2010, ISP requested to use a portion of the funding that had been allocated for the e-Citation pilot to be used to hire consultants to assist IPS and IDOT with the preparation of an RFP. That request was approved by the TRCC.

The consultants are now preparing an XML Data Transfer Web Service Technical Guide and updating the e-Citation database schema similar to what has been done for e-Crash. DuPage County has offered their assistance with the data transfer layout. The e-Citations Requirements document's database layouts will be utilized for the e-Citations portion of the RFP. The e-Citation portion of the RFP will be written by June 30, 2010.

During the time July through September 2009, several meetings of the Article V Committee were held. ISP and DuPage County brought several issues relating to an e-Citation to the attention of the Article V committee. These issues include e-Signatures, the printing of an e-Citation on various sizes of paper, the type of paper and electronic transmission of data. The chairman of the Article V Committee submitted these issues to the Conference of Chief Judges who brought them to the Supreme Court where they are being discussed. As of May 17, 2010, the court is still considering these issues.

ISP Crash Reconstruction—Jeff Darko

Recap of last year's grant purchase of cables—240 crash reconstructions for ISP. Out of those we were able to download 75 times --31% of the reconstructions we can get some type of data. There were approximately 330 requests to our department for some form of data download but we could not do it because of that model vehicle did not have the download capabilities or because of fire damage or energy of the crash that we couldn't get the data. Currently, by May of this year we are going to try to get another training class held. These classes are required to become expert witnesses for court. Every defense attorney has their expert witness to testify to the data they can get from the crash. The ISP has to have the same type of same type of expert status. By May ISP will try to purchase some upgraded equipment to retrieve data from 2009 and 2010 vehicles. The last time Jeff was asked a question how many vehicles do we get information from. Jeff got the information from Chrysler 25 models that are available for download-spans 2005 to 2010. Ford has 21 models 2001 to 2010, GM has 58 models f 94-2010. Effective with the 2012 model year manufacturer, NHTSA will require companies have data available for download. More vehicles available for information which will mean the more information we can get from these download, seatbelt usage, speed and other factors that help us reconstruct a crash. This comes into play in intersection related crashes, when a vehicle leaves the road, or rollover. Much information can be captured when air bags deploy and there is a need for computers to know when they deploy. 29% of all crashes are being reconstructed.

40-50% are not being reconstructed that leave locals and counties doing about 21% of fatalities as far as reconstruction.

Chicago Data Quality Improvement—Abraham Emmanuel

FY201 Grant status:

IDOT Data Integration /Web MCR project: The original plan to develop the application in Chicago and host at Springfield has been changed in accordance with the change in IDOT strategy. The new plan is to develop and host the application in Chicago. Chicago Police will develop the Web MCR as part of the RCASE case management application that is currently being developed at CPD. CPD will allow other law enforcement agencies in Illinois to use the system.

Data Quality Improvement Project:

CDOT and the Chicago Police Academy are continuing the data quality improvement efforts from FY2009. This year the focus is on developing training modules and delivering it through the web. Plans are also in place to deliver online instructor lead training programs. We are also evaluating the results of the training in FY2010. As part of the evaluation about 500 crash reports from the pre-training period were evaluated for errors and omissions. In May/June we will evaluate same number of crash reports from the post training period to see what, if any, effect the training produced.

Fy2011 Grants Application justification:

IDOT Data Integration /Web MCR project:

We hope to continue the Web MCR application development efforts started in FY2010. The FY2010 grant will cover the required funds for one of the four proposed modules. In FY 2011 Chicago is requesting \$500,000 to complete the work on the three remaining modules. The modules being: desktop application, diagramming tool, mobile application, and data integration. The additional funding was not initially anticipated as the expectation was that the application will be hosted at IDOT. This plan has since been changed.

Data Quality Improvement Project:

This funding request is to continue the police officer training efforts from FY2009 and FY2010. We believe the crash data quality training is a continuous process. Also with 13,000 police officers it is not possible to reach out to every officer in the department in a few years time. With this project, each year, we hope to target certain specific data quality issues and also reach out to officers who have been trained the least in traffic crash reporting.

Review of 408 Grants

Data Integration-Phase II and Crash Data Quality Improvement
(see Abraham's report above)

Codes project—Mehdi explained CODES monies must be combine with the 408 grant. . NHTSA grants \$43,000 for the CODES grant. These dollars must pay for three people to attend one meeting a year. This also pays for personnel and overhead for UIS grant. Mehdi urged committee to visit the website for more information. He explained the process of motorcycle-related injuries which are being explored for data

Ruth reported on the EMS data linkage status.—unfortunately, conference call was unable to pick up her voice.

Crash Reconstruction-ISP

Jeff reported that ISP Reconstruction Initial goal of 408 were to increase the quality of data for MCR. Many times officers were marking “unknown” in the seatbelt box in MCR. As reconstruction experts, our goal is to find out whether the individuals were wearing their seatbelts. We found that we had to create a paragraph in our standard operating procedures that once the trooper found out whether the driver/passengers were in seatbelts, they would then update MCR—calling IDOT or the ISP records to make sure the information is corrected. ISP is far off in electronic capturing so it will take a manual call once the officer finds out about seatbelt usage. Our goal with the new 408 grant is to measure the equipment we have to do this job and how we are able to improve the download of new cars that are out there. With this new proposal we are hoping to upgrade our equipment and provide training for more officers as analysts (person who can actually look at information from the module and prepare a report). This report can be used to update MCR with critical information that will be retrieved. The goal is how we are measuring/showing an increase in being done to document seatbelt usage once reconstruction is complete. Original crash report was incomplete because of the number of unknowns. What ISP is looking at now is the number of vehicles equipment with data recorders is increasing and ISP needs to be trained on how to retrieve the data. We will be able to show how many officers have gone through the training and how many equipment kits across the state are being upgraded. Once we get that information and training is complete we will be able to document that original officer is being given an upgrade in his seatbelt information.

E-Crash and e-citation System

Sherri Akers discussed why the thermal printers are a crucial component of the ISP’s current operations. The committee discussed how to create a performance measure to adequately reflect how to document this.

Safety Analyst Fee

Priscilla and Roseanne explained why the funds that were allocated last year for the Safety Analyst were not spent.

Data Quality Improvement Phase I & II

Jessica provided a brief description of what the grant will accomplish including an additional scanner besides the previously TRCC approved scanner. Testing will begin in several months to combine data entry and location coding to see if this is a viable option.

There will be a planning subcommittee meeting following the meeting. Voting rankings will be e-mailed to membership later in the day.

Next meeting will be July 19, 2010