

CT - TRCC



9:30pm – 11:30pm / Room B - ConnDOT Hdqts
Feb 21, 2017

TRCC ☆☆☆ Meeting

Traffic Records System

Safety Data
System



- * **Intros** – News, Updates, and Driverless Cars
- * **Auto Insurance** – and the Autonomous Vehicle
- * **TR - Assessment** – the Scorecard; Round 2 – Ends on Feb 24
- * **Measuring Crash Injury Outcomes** – MMUCCv4 / AIS / ICD Codes
- * **ISS - Trauma Reg/EMS** – NHTSA Go Team Update
- * **CTSRC** – Data Linkage & Accessibility Update
- * **Strategic Highway Safety Plan (SHSP)** – Update
- * **Model Inventory Roadway Elements (MIRE)** – Planning for 2017-2018
- * **Connecticut Information Sharing System (CISS)** – Update
- * **Traffic Records** – the Law Enforcement Perspective
- * **Other** – TR Projects / Nat'l TR Forum – Call for Abstracts

ATSIP News – Nat'l TR News

Next TRCC Meeting: Tues, Mar 21, 2017
Conf Room B, ConnDOT Hdqts, 9:30am-11:30am

Please Save the Date for our next TRCC Meeting in two weeks, scheduled for:

Tuesday, February 21, 2017 – Conference Room B
ConnDOT Headquarters in Newington
9:30am-11:30am

**Anyone not receive
this message?**

Please check out the TRCC website, <http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916> for previous meeting content, latest TRCC Roster, Strategic Plan, and NHTSA Traffic Records Advisory, a Guide that we use for many of our day-to-day planning initiatives as well as the Traffic Records Assessment, which will be 2/3rd complete near the end of this month!

The TRCC continues to build on the strategic planning for this next fiscal year, and beyond!

All TRCC stakeholders are encouraged to submit additional thoughts and ideas for proposed new traffic records initiatives to the Highway Safety Office – for inclusion in future TRCC discussions and strategic planning efforts.

The following represents ongoing as well as proposed projects discussed in January.

System	Building on the capabilities of eCitation application
Tech Support	Helping Local PDs with technology & software support
System	Developing a system for online adjudication
Policy & Data Model ...	Mobile traffic law enforcement/traffic fines
Research	Measuring crash injury outcomes by linking crash & injury datasets
System	Reestablishing EMS & Trauma Registry functionality
Data Center	Promoting long-range effort to link traffic records six-pack datasets
Dataset	Planning for Model Inventory of Roadway Elements (MIRE)
System	Rolling out records management systems in a shared environment (CISS)

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News, Updates, and Driverless Cars

The National Safety Council estimates that 40,200 people died in U.S. car crashes last year, an increase of six percent from its 2015 estimates, which equals an unsettling 14 percent jump in just two years.



the cost of motor vehicle deaths, injuries and property damage in 2016 - \$432.5 billion

The last time traffic deaths surpassed 40,000 was in 2007

With gas prices so low and the economy improving, more people are driving more miles, which contributes to more opportunities for accidents to happen. (GETTY IMAGES)



News *Release*

FOR IMMEDIATE RELEASE
February 2, 2017

Contact: Kara Macek
kmacek@ghsa.org
[202-262-4889](tel:202-262-4889) (mobile)

Driver Behavior Paramount as Autonomous Vehicles Introduced

Report Spotlights Safety Challenges in Era of New Technology

WASHINGTON, D.C. - As autonomous vehicles (AVs) merge into our nation's traffic, the most pressing safety challenge for states will be preparing human drivers. While these vehicles have the potential for tremendous safety benefits, AVs will be sharing the road with traditional driver-operated cars for many decades, perhaps forever. And the public remains skeptical. Currently, only about one-fifth of drivers say they would buy an autonomous car as soon as one is available and fewer than one-third say they would be comfortable riding in one. This presents a myriad of safety challenges for states, which are responsible for educating the public, licensing drivers, and establishing and enforcing traffic laws.

Driverless Cars



General Motors Co plans to deploy thousands of self-driving electric cars in test fleets in partnership with ride-sharing affiliate Lyft Inc, beginning in 2018, two sources familiar with the automaker's plans said this week.

It is expected to be the largest such test of fully autonomous vehicles by any major automaker before 2020, when several companies have said they plan to begin building and deploying such vehicles in

higher volumes. Alphabet Inc's Waymo subsidiary, in comparison, is currently testing about 60 self-driving prototypes in four states.

- Mary Barra, CEO - GM

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Auto Insurance and the Autonomous Vehicle

Self-driving cars could flip the auto insurance industry on its head



As the driverless car gets closer to reality, so too does the dilemma of how to insure the car and its owner.

The auto insurance industry faces upheaval in the next 25 years as the migration to autonomous safety features — and ultimately a self-driving car — shifts more of a car's accident risk from the driver to the vehicle, analysts said.

The number of accidents is expected to drop sharply because currently more than 90% of accidents are caused by driver error. That could lower insurance bills for consumers. The U.S. market for personal auto insurance policies, which currently generates \$200 billion in premiums a year, could shrink substantially, some experts predict.

A number of cars already have collision-avoidance features, such as blind-spot detectors and front-end crash-warning systems. The auto industry and federal regulators also have agreed to equip nearly every new car with automatic emergency braking systems within the next six years.

By **James F. Peltz**

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TR – Assessment the Scorecard

**Round 2 – Ends
this Friday (Feb 24)**

- **Important Dates**

- Initial Call: October 5, 2016
- 1-Month Call: on 12/14/16
- STRAP Training Webinar
- Kickoff Meeting: 1/11/17
- Report Out: Week of 4/24/17

Connecticut Traffic Records Assessment

Round 2 ends on February 24

Round 3 begins on March 9

Proposed Schedule: Connecticut TRA							
2016/2017	Sun	Mon	Tue	Wed	Thu	Fri	Sat
December (12)	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
January (1)	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	“24”	25	26	27	28
	29	30	31	1	2	3	4
February (2)	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	1	2	3	4
March (3)	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	1
April (4)	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29

Holiday
1-Month Call
STRAP Training Webinar
Kickoff
R1 Data Collection ✓ Begins on 11 th Ends on 27 th
R1 Analysis
R2 Data Collection ✓ Begins on 9 th Ends on 24 th
R2 Analysis
R3 Final Data Collection ✓ Begins on 9 th Ends on 24 th
R3 Final Analysis
Facilitator Finalizes Report
Final Report Submitted
Report Out Webinar

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Traffic Records Status



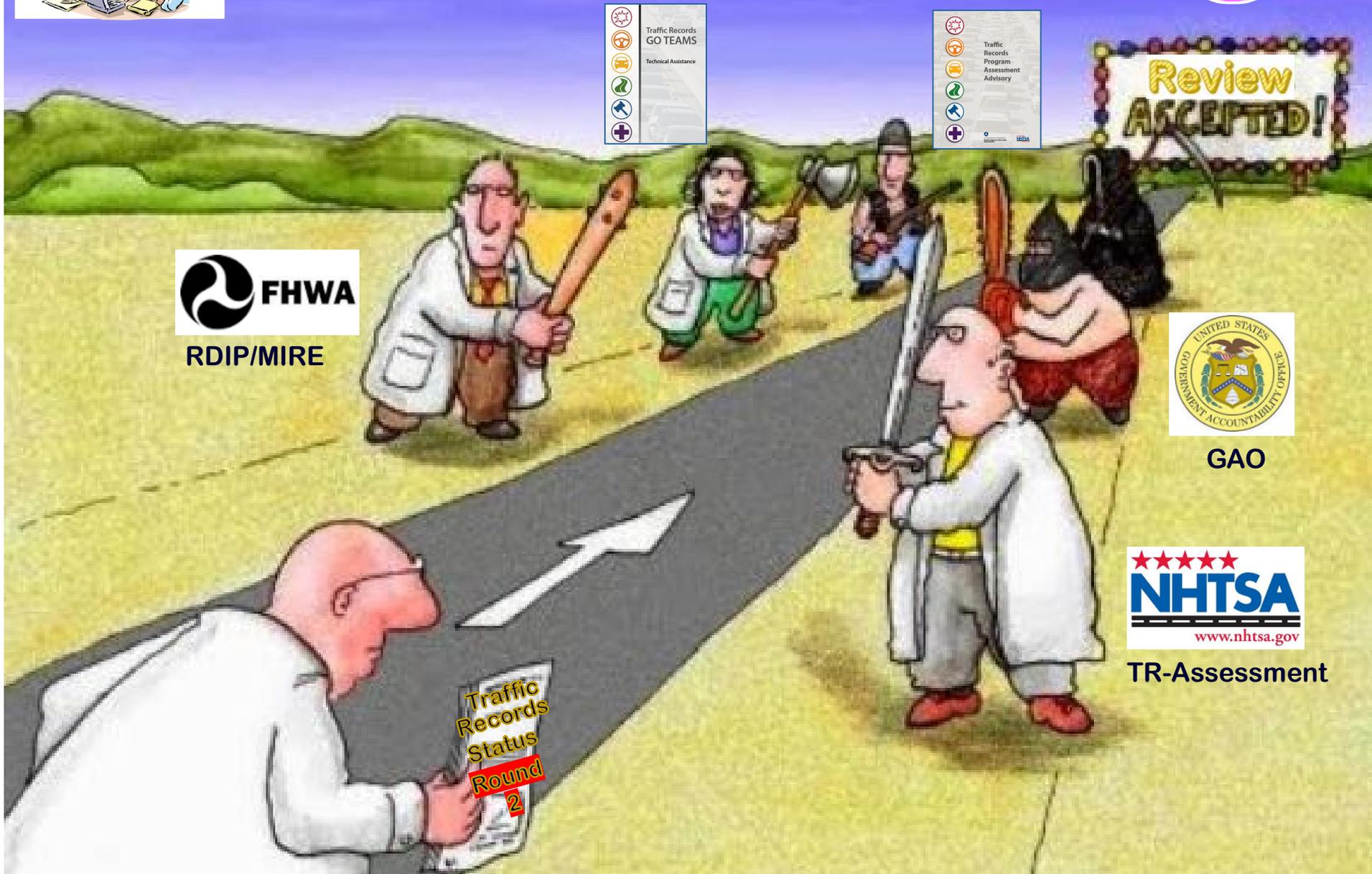
Safety Data System



GAO



TR-Assessment



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Traffic Records Assessment Assessor's Findings

Safety Data System



National Highway Traffic Safety Administration

Our Mission: Save lives, prevent injuries, reduce vehicle-related crashes



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Question 32 - Is the strategic plan responsive to the needs of all stakeholders, including local users?

Evidence

Identify, with appropriate citations, specific instances demonstrating that local stakeholder needs are incorporated into the TRCC's strategic plan.

My Options

[Update](#) | [Update & Share](#) |



My Response

Response in progress : Yes - Traffic Records Strategic Plan (refer to Document Library). This data-driven plan sets the framework for state and local data owners to support safety program needs within the state. The TR Strategic Plan: * Promotes data systems that are responsive to the needs of local stakeholders, * Identifies and promotes integration among state and local data systems to eliminate duplication of data, and to help assure current, reliable data, * Addresses data and data system deficiencies, * Identifies strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems, * Recognizes uniform data elements and definitions in accordance with national standards and guidelines among stakeholders, both state and local, and * Captures baseline, performance and evaluation data; current measures being evaluated include the accessibility of traffic records data from the State Crash Data Repository by state and local research, engineering, highway safety and other traffic records stakeholders, and the timeliness of crash reporting under the new MMUCC PR-1 System.



Assessor's Findings

****Updated**** -Clarification of State response needed - The CT-TRCC is inclusive of many stakeholders' needs, including local needs and usage, through its expansive membership. The CT-TRCC is an open forum where all stakeholders are encouraged to voice their needs and advocate for projects that will serve local jurisdictions. Accessibility of traffic records data from the State Crash Data Repository by state and local users and the timeliness of crash reporting under the new MMUCC PR-1 System were cited as examples of being responsive to all stakeholders.

Assessor's Clarification Request

Can the State provide the strategic plan with appropriate citations?

Scorecard

Assessment Tally

February 16, 2017

Assessment Information 

Tally Help



 Reports 1. Primary Report

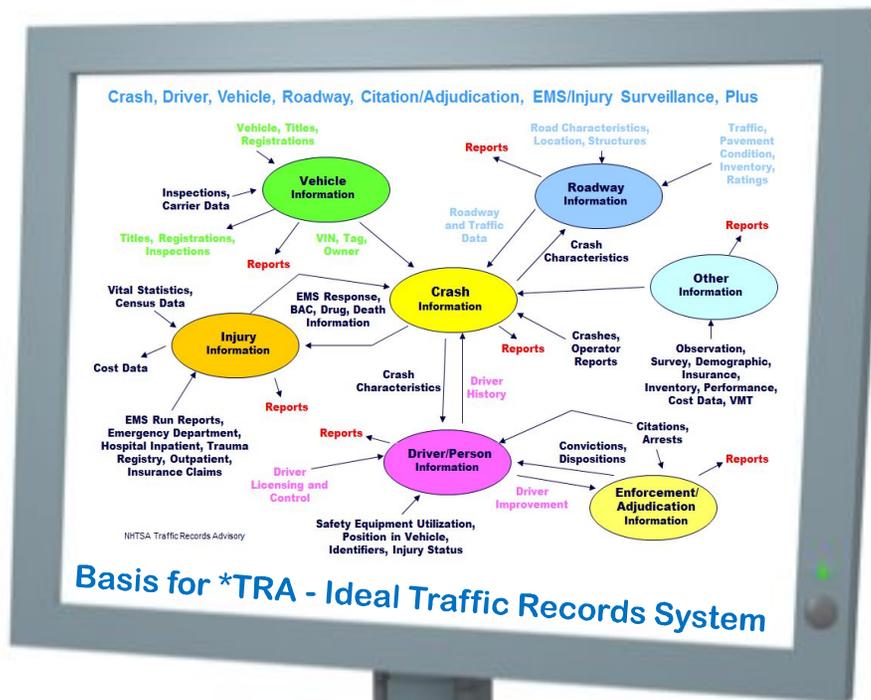
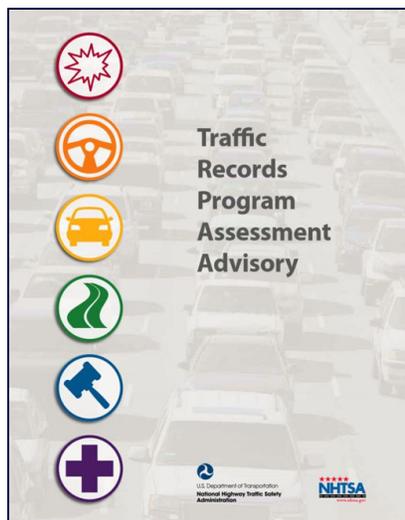
*Preliminary
Draft*

Module	Respondents	Participated Respondents	Unique Questions	Unique Assigned	Unique Submitted	Unique Completeness	Total Assignments	Total Submissions	Total Completeness
 Citation / Adjudication	3	3	54	54	9	16.67%	72	12	16.67%
 Crash	4	4	44	44	41	93.18%	113	45	39.82%
 Driver	3	2	45	45	25	55.56%	135	25	18.52%
 EMS / Injury Surveillance	16	14	123	123	83	67.48%	481	101	21%
 Roadway	5	4	38	38	19	50%	90	20	22.22%
 Strategic Planning	2	2	16	16	9	56.25%	19	11	57.89%
 Data Integration	6	6	13	13	3	23.08%	28	5	17.86%
 TRCC Management	2	2	19	19	3	15.79%	21	3	14.29%
 Vehicle	3	2	39	39	10	25.64%	117	11	9.4%
			391	391	202		1076	233	

* Traffic Records Assessment (TRA)

- ConnDOT Hdqs

- Feb 21, 2017



The Advisory content describes the **ideal** traffic records system. Questions are derived from this description and reveal how State systems perform relative to the ideal.



✓ Providing answers/background to Assessors important, even if ideal is not met

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**Traffic Records Assessment
Possible Recommendations**

**Safety Data
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Connecticut Traffic Records Assessment

15-20 recommendations expected from the TR Assessment

1. Further development of a Traffic Records (TR) Inventory
2. Research/document/develop a Traffic Records System - Data Governance Process
3. Promote the adoption of electronic reporting for all Traffic Records related events
4. Continue research, application, and funding for emerging technology applications for TR
5. Continue strategic planning to advance linkage of the TR Six-Pack

*Possible
Recommendations*

News & System Status

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Measuring Crash Injury Outcomes – MMUCCv4 AIS / ICD Codes

**Data
Integration**



Yale-New Haven Hospital

*Multiple Data
Systems*



Crash Injury Datasets

Link Datasets

In question - the comparison between officer assessments of personal injury as recorded on the PR-1 prior to 2015, the new MMUCC PR-1 crash reporting system, and assessments by health care providers following the crash.

- * **Proposed project in accordance with MAP-21, focusing on linking Crash with Injury data to derive more precise injury outcomes**
- * **Officer assessments using KABCO scale**
- * **Health Care assessments using**
 - **Abbrev Injury Scale (AIS)**
 - **International Class of Diseases (ICD)**
- * **Steps include acquiring disparate datasets, performing linking functions, managing the resulting dataset, and conducting in-depth analyses on the linked data**

Data Integration



Connecticut TRCC



Multiple Data Systems



Injury Severity for Persons Involved in Crashes

✓	Legacy PR-1, prior to Jan 1, 2015	- as determined by Officers utilizing KABCO scale
✓	MMUCC PR-1, beginning Jan 1, 2015 <ul style="list-style-type: none">• Calendar Year 2015• Calendar Year 2016	- as determined by Officers with increased emphasis on KABCO incorporating new MMUCC attributes for suspected serious injury
✓	Health Care Scales/Codes	- as determined by Health Care Providers utilizing – <ul style="list-style-type: none">• Abbrev Injury Scale (AIS)• International Classification of Diseases (ICD)

Injury Severity Assessment Accuracy

- ✓ A much higher emphasis has been placed on using serious injuries as a metric for highway safety. This means the accuracy of injury severity, particularly “A” injuries (KABCO scale) is of utmost importance.

Adoption of definitions from the KABCO scale provided in the 4th edition of the MMUCC Guideline is **helping to improve the accuracy** and standardize injury severity assessment. For serious “A” injury, MMUCC provides - a suspected serious injury is one other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/ muscle/ organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second or third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

- ✓ **Late last year, FHWA and NHTSA hosted a webinar to announce a Final Rule on Safety Performance Measures, recommending that States begin using the above MMUCC 4th Edition definition and attributes for suspected serious injury, no later than 2019. Connecticut adopted the MMUCC 4th edition definitions at the start of 2015.**

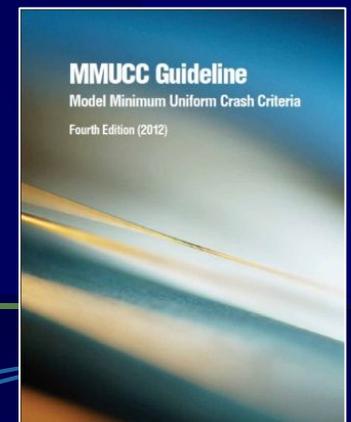


Table of Results from YNHH Study could look something like -

<i>Police Assessment of Injury</i>	<i>Health Care Provider Assessment Injury Severity Scores</i>		
	<i>Minor Injury (1 – 8)</i>	<i>Moderate Injury (9 – 15)</i>	<i>Serious Injury (16+)</i>
<i>(O) No Injury</i>	154 (48%)	94 (29%)	75 (23%)
<i>(C) Possible Injury</i>	736 (51%)	419 (29%)	302 (20%)
<i>(B) Evident Injury</i>	912 (41%)	664 (30%)	633 (29%)
<i>(A) Serious Injury</i>	606 (20%)	1,061 (35%)	1,371 (45%)

All patients in the trauma registry have a calculated ISS score extracted from the patient chart, so there is no “no injury” to “no injury” match.

[Percents are row percents] [7,027 records]



2007-2009

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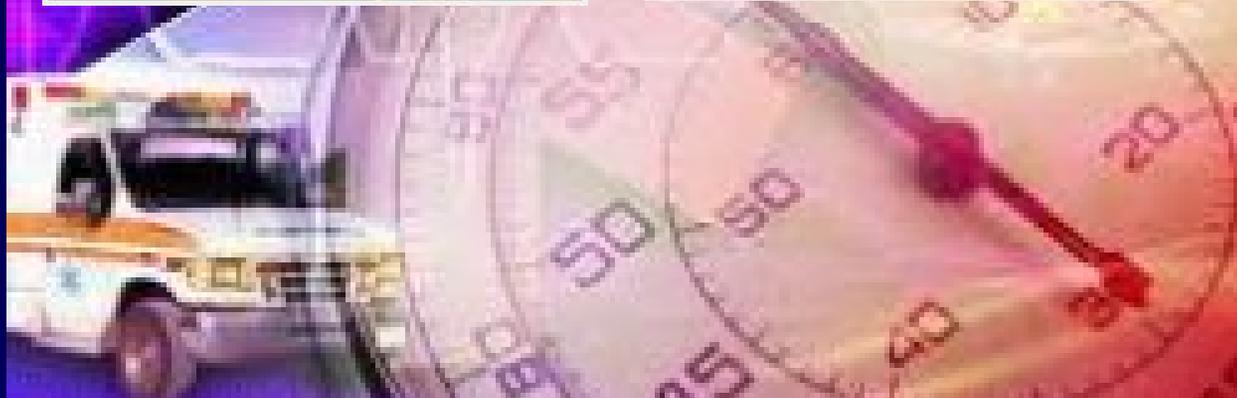
ISS
Trauma Reg – EMS
NHTSA Go Team
Update

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Office of EMS

Trauma Registry Emergency Medical Services



EMS/Trauma Re-deployment of Functional Systems
Collect, Analyze, Share, Link Data
Data Dictionaries/Hosting EMS and Trauma datasets/Report Writer Upgrades
Provide access to data needed for Crash/Injury Research



Connecticut Trauma Registry and EMS GO Team Report

Prepared for

Connecticut Highway Safety Office

Under NHTSA Contract DTNH22-14-D-00342

Task Order 0002, Traffic Records

Submitted by

Cynthia Burch (consultant)

Timothy Kerns (consultant)

Patrick McHallam (VHB)



Preliminary
Draft

GO Team Report

Direction & Guidance

Valuable discussions took place during the GO Team visit, necessary details were shared, and long-absent communication avenues were re-established.

The State should consider -----

» Schedule regular conversations (beginning biweekly or monthly as the system is rebuilt) via phone, webinar, or in-person with partner agencies and vendors.

» Using NHTSA's *Model Performance Measures for State Traffic Records Systems*, (www-nrd.nhtsa.dot.gov/Pubs/811441.pdf) as a guide for performance measure development, establish performance measures for the six data quality attributes.

» Establish templates and set deadlines for system documentation for:
* User manuals, * Data dictionaries, * Edit checks and validation rules

» Document and disseminate data-sharing parameters (data confidentiality, DPH Institutional Review Board [IRB], etc.).

» Establish a training schedule, either in-person or online, to provide an avenue for the developers to review modifications and updates and to allow an opportunity for users to have question and answer sessions.

» Re-establish annual reports of trauma registry data to help identify trends and to identify potential problems in the data collection and reporting processes.



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CTSRC / CDR Data Linkage & Accessibility Update

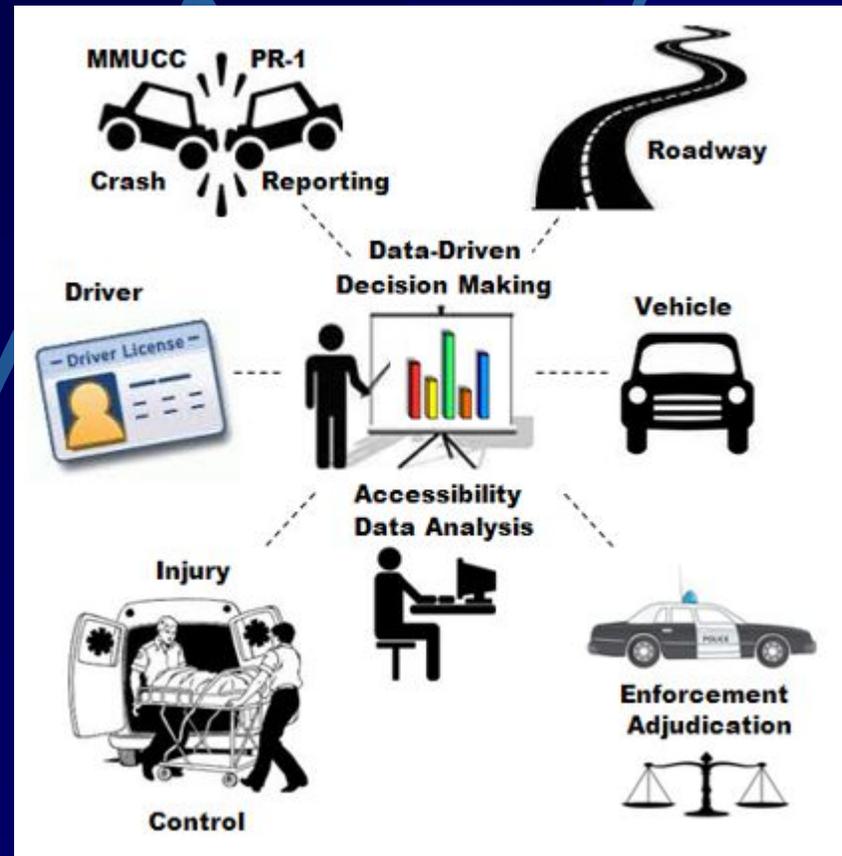
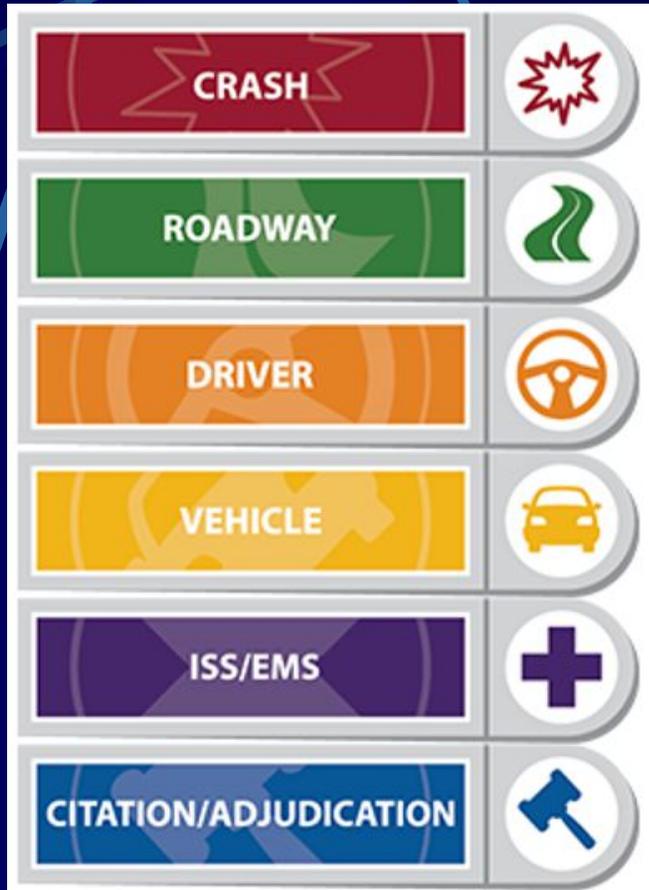


TR Six Pack

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Data Linkage





U.S. Department
of Transportation
National Highway
Traffic Safety
Administration



DOT HS 811 441

Model Performance Measures for State Traffic Records Systems

Recommended Approach to Measuring Accessibility

- Identify the principal users of the CTSRC/CDR database,
 - Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request, and
 - Document the method of data collection and the principal users' responses.
- How the principal users are contacted and queried is up to the database managers.
- This measure does require supporting documentation that provides evidentiary support to the claims of accessibility.

1. Did you receive the data, information, or assistance that you needed?
 Yes, fully
 Yes, for the most part
 Only partially
 No

2. Were you satisfied with the speed of the response to your latest request?
 Yes, fully
 Yes, for the most part
 Only partially
 No



Example: Database managers query principal users within two days following delivery of requested data. The query consists of two questions using a 4-point Likert scale like the ones shown to quantify the principal users' satisfaction. Interpreting this measure involves describing the distribution of categorical responses.

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Safety Data System



Repository Satisfaction Survey

1. Name of the organization you work for?
2. What is your role within the organization?
3. How satisfied are you with our website?
4. How did you learn about our website? – check all that apply
5. What is your primary reason for visiting our website?
6. How often do you visit our website?
7. Which part(s) of our website is/are most frequently visited by you? – select all that apply
 - * Basic report tool
 - * Advanced data query tool
 - * Crash dashboards
 - * Crash emphasis area dashboards
8. Which of the following is true?
 - I was able to find exactly what I was looking for
 - I was able to find a part of what I was looking for
 - I was able to find something better than what I was looking for
 - I had no specific agenda in mind when I visited
 - I was not able to find what I was looking for
9. Please rate usefulness of the following website features –
 - Basic report tool
 - Advanced query tool
 - Crash dashboard
 - Map tool
 - Heat map
 - Ability to download data
 - Crashes by route, towns, counties

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Repository Satisfaction Survey

10. Please rate the following attributes of our website

- Ease of navigation
- Quality of content
- Layout/design
- Organization of information
- Accuracy of information
- Quantity of content
- Meeting my needs

11. Please provide a specific example where you used the crash data repository in your work. (e.g., collected data on pedestrian crashes. This data was used to develop a list of sites where pedestrian treatments should be considered to increase safety.)

12. What do you like about our website? – select all that apply

13. What is your overall rating of website? – Excellent, Very good, Good, Fair, Poor, No comment

14. How likely are you to recommend our website to a friend or colleague in the future?

15. How likely are you to visit our website in the future?

16. What can we do to improve your experience?

Crashboard specific questionnaire- (will be asked of people who selected – Crash Dashboards or – Crash Emphasis Area Dashboards under #7)

17. Please provide a specific example where you used the crash emphasis area dashboard data in your work (e.g. Examined DUI data from 2015-present. This data was used to develop advertising campaign against drunk driving.)

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Repository Satisfaction Survey

18. Please rate usefulness of the following crashboard features

- Format and organization
- Ease of navigation
- Timeliness of data
- Applicability of queries/filters
- Ability to download data
- Speed of responses
- Graphics
- Dashboard tabs

19. Which area(s) of crash emphasis dashboard is/are used by you? How satisfied was your experience? – select all that apply

All crashes	Work zone crashes	Motor coach crashes
Fatal crashes	School bus crashes	Wrong way driver crashes
DUI crashes	ATV crashes	Motorcycle riders only crashes
Young driver	Intersection crashes	
Motorcycle crashes	Road departure crashes	
Non-motorist crashes	Railroad crossing crashes	
Pedestrian crashes	Transit bus crashes	
Bicyclist crashes	FMCSA qualifying crashes	

20. Do you have any suggestions for other emphasis areas for the crash dashboard?



Connecticut Transportation Safety Research Center

February 10

The CTSRC's Crash Data Repository (CDR) is featured in this month's Connecticut Crossroads, the T2 Center's monthly e-newsletter. The CDR is featured in the Innovation Station section. The article is about Connecticut's New Data Visualization Tools.

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Innovation Station

Connecticut's New Data Visualization Tools

Data visualization is the presentation of data in a pictorial or graphic format. It enables decision makers to see analytics presented visually, so they can grasp difficult concepts or identify new patterns.

The Connecticut Transportation Safety Research Center (CTSRC), following up on the development of their nationally recognized Crash Data Repository (CDR), has launched a new video tutorial to show users [how to access](#) the new data dashboards. Here is a link to the videos, take a few minutes to review, they will walk you right through the process of getting helpful data for your town to make sound safety planning decisions.

<http://ctsrc.uconn.edu/videos-and-tutorials/>

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Strategic Highway Safety Plan (SHSP) Update



Connecticut Strategic Highway Safety Plan

CT STRATEGIC HIGHWAY SAFETY PLAN

SHSP STEERING COMMITTEE

CT SHSP EMPHASIS AREAS:

Critical Roadway Locations

Driver Behavior

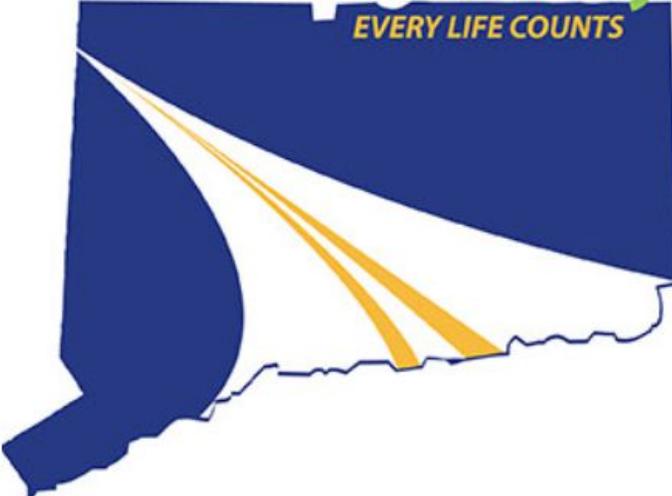
Motorcyclists

Non-Motorized Road Users

Traffic Incident Management

ConneCTto Safety

EVERY LIFE COUNTS



What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public

We Want To Hear From You:

The SHSP is a collaborative process and will be most effective with input from a wide range of people and agencies. The SHSP team is very interested in your input. Please provide your comments or ideas about how to improve transportation safety in Connecticut by [clicking here](#).

Subscribe to the new CT Safety Listserv by contacting: mary.c.mccarthy@uconn.edu

Our general CT Safety email is: Trafficsafety.dot@ct.gov



Events



Connecticut Strategic Highway Safety Plan

HELPFUL RESOURCE LINKS:

[CTDOT Safety](#) [FHWA MAP-21](#)
[CTSRC](#) [Highway Safety Roadmap](#)
[FHWA SHSP](#) [Toward Zero Deaths Video](#)

• Consultation with a variety of stakeholders. At present, there are over 400 identified stakeholders assisting with the SHSP Update process, including: federal agencies, state agencies, local agencies and organizations including police departments, regional transportation agencies, tribal governments, and private stakeholders. View the list of stakeholders (.xls).

Critical Roadway Locations Meeting
Apr 25, 2017
[read more](#)
Steering Committee Meeting
May 25, 2017
[read more](#)
Critical Roadway Locations Meeting
Jul 25, 2017
[read more](#)

• Analysis and effective use of crash data. Connecticut has or uses multiple crash data systems including the Connecticut Crash Data Repository (CT CDR), the National Fatality Analysis Reporting System (FARS), the National Emergency Medical Services Information System (NEMSIS), and the Crash Medical Outcomes Data (CMOD) Project, modeled on the National Highway Traffic Safety Administration's Crash Outcome Data Evaluation System (CODES).

• Plans to address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services. Some safety issues like vehicles running off of the roadway involve engineering challenges. Treating accident injuries involves emergency services issues like improving training for first responders, and ensuring that responders have the right equipment. Some safety issues, like texting while driving, involve multiple areas like education, reminding drivers that texting is not worth it, and enforcement, citing drivers for texting while driving.

UConn

CT Technology Transfer Center

t2center.uconn.edu/shsp.php

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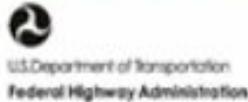
Model Inventory of Roadway Elements (MIRE)

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MIRE / FDE

MIRE

Model Inventory of Roadway Elements



MIRE Fundamental Data Elements

The listing of fundamental data elements for HSIP is as follows

Roadway Segment (18)	Intersection (12)
Segment ID	Intersection ID
Route Name	Location
Alternate Route Name	Intersection Type
Route Type	Date Opened to Traffic
Area Type	Traffic Control Type
Date Opened to Traffic	Major Road AADT
Start Location	Major Road AADT Year
End Location	Minor Road AADT
Segment Length	Minor Road AADT Year
Segment Direction	Intersection Leg ID
Roadway Class	Leg Type
Median Type	Leg Segment ID
Access Control	
Two-Way vs. One-Way Operation	Ramp/Interchange (8)
Number of Through Lanes	Ramp ID
Interchange Influence Area on Mainline Freeway	Date Opened to Traffic
AADT	Start Location
AADT Year	Ramp Type
	Ramp/Interchange Configuration
	Ramp Length
	Ramp AADT
	Ramp AADT Year

The fundamental data elements are a basic set of elements an agency would need to conduct enhanced safety analyses regardless of the specific analysis tools used or methods applied. The elements are based on findings in the FHWA report "Background Report: Guidance for Roadway Safety Data to Support the Highway Safety Improvement Program (Background Report)" which is available on the FHWA web site at http://safety.fhwa.dot.gov/tools/data_tools/dcag.cfm. Definitions of fundamental data elements may be found in this Background Report. The fundamental data elements have the potential to support other safety and infrastructure programs, in addition to the HSIP.

Model Inventory of Roadway Elements Fundamental Data Elements: New Requirements Under 23 CFR Part 924

FHWA Office of Safety
January 25, 2017



U.S. Department of Transportation
Federal Highway Administration



Safe Roads for a Safer Future
Investment in roadway safety saves lives



Highway Safety Improvement Program
Data Driven Decisions

Why is FHWA making this change?

- Provide consistency with MAP-21 and the FAST Act
- Implement actions required by the Secretary in MAP-21
- Clarify existing program requirements



U.S. Department of Transportation
Federal Highway Administration



MIRE Fundamental Data Elements

(924.17 MIRE Fundamental Data Elements)

- Required to comply with section 1112 of MAP-21
 - Establish a subset of the model inventory elements that are useful for the inventory of roadway safety; and
 - Ensure that States adopt and use the subset to improve data collection
- Model Inventory of Roadway Elements (*MIRE*) Fundamental Data Elements (*FDE*)
 - Needed to conduct enhanced safety analysis
 - Potential to support other safety and infrastructure programs
 - All public roads



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How were the MIRE FDE Chosen?

Key Principles in MAP-21 & FAST Act

- Highway Safety Improvement Program:
 - The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.



How were the MIRE FDE Chosen?

Key Principles in MAP-21 & FAST Act

- A State's crash, roadway, and traffic data should be able to be linked or combined by virtue of having common data elements.
 - States now include as part of their annual Highway Performance Monitoring System (HPMS) data submission a linear reference system network
 - That network is one means to geolocate all safety data on a common highway basemap that includes all public roads.



MIRE FDE Implementation Dates

- **July 1, 2017** – Incorporate specific quantifiable and measurable anticipated improvements that prioritizes the collection of MIRE FDE into the Traffic Records Strategic Plan
- **September 30, 2026** – Access to a complete collection of MIRE FDE on all public roads



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Traffic Records System

Safety Data
System



Connecticut Information Sharing System (CISS)

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CJiS



Connecticut Information Sharing System

CISS

Rolling out Records Management Systems in a Shared Environment



CJIS Roadmap

✓ February 2017

CT: Chief Expansion

CT: Chief is a Records Management System (RMS) owned by Capital Region of Council of Governments (CRCOG), hosted in the CJIS environment. The rollout to Connecticut police departments (PDs) will introduce a significant cost savings for software and hardware to the municipalities.

The structure of the CT: Chief pilot included the creation of a staging environment for server upgrades and enhancement testing of new versions of the application. A backup plan for the RMS data included an operational agreement with BEST for the day to day support of the network. The Wethersfield PD agreed to participate as the first law enforcement agency in the pilot.

Chief Cetran stated in a supporting document presented to the Governing Board, that since the CT: Chief pilot's inception in May 2016, the Wethersfield Police Department has "managed to create the centralized system, install the software, adjust hardware, train our staff and develop a symbiotic relationship with our

CT: Chief, the centralized RMS for Wethersfield Police Department (PD), owned by Capital Region of Council of Governments (CRCOG), is in full production. The RMS expansion will follow an approved 2016-2017 schedule to add an additional nine PDs. **!**

State partners to achieve a working system. We leveraged the local software, State hardware and the Public Safety Data Network (PSDN) to keep costs to a minimum while maximizing the existing data system."

Update regarding data sharing and the expansion of CT:Chief in the CJIS environment - CT:Chief centrally hosted and Data sharing progress of CISS related to Arrest notifications: PDs that are completed or in progress as of February 2017 -

Wethersfield PD - Completed
Enfield PD - Completed
Plainville PD - In Progress Now
New Britain PD - In Progress Now

For 2017 (not in scheduled order)

Bridgeport PD

Manchester PD

East Hartford PD

Orange PD

Hartford PD

South Windsor PD

CISS - Shared Environment

Safety Data System



Electronic Submissions

In addition to the CT:Chief project CJIS has begun some automated data sharing in the form of Early Arrest Notifications.

Two of the RMS vendors in the state CT:Chief (KT international) and Accucom, formerly Hunt Public Safety, are now in the process of having the RMS at the PDs submitting early arrest notifications (Basic information, Date, Time, arrestee, and charges) to the agencies that have interest in the arrest, such as -

Bail commissioners, DMV for DUI related offenses for persons with endorsements on their licenses, Pardons and Parole for supervised persons and the like.

All of the PDs listed (previous slide) will be doing likewise once they have CT:Chief fully functional as well as the Accucom PDs (16) between the two RMS vendors 26 PDs in total.

In the next release (R4) the full payload of documents related to the arrests will be transmitted electronically to the courts as each court is brought on-line to handle the electronic submissions.

TRCC Update

State of Connecticut
Criminal Justice Information System

Winsted
Hartford
Middletown
Meriden
New Britain
Rocky Hill
Stamford
Waterbury
Yorba Linda
CJIS Roadmap

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Traffic Records System

*Safety Data
System*



Traffic Records the Law Enforcement Perspective

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Law Enforcement



Perspective



Other Topics



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System



TR Projects

12th Year Safety Data
Improvement Grant Applications

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Traffic Records System

FY 2017-2018

Safety Data System



As the TRCC continues to build on the strategic planning for this next fiscal year, and beyond – all TRCC stakeholders are encouraged to submit additional thoughts and ideas for proposed new traffic records initiatives to the Highway Safety Office – for inclusion in future TRCC discussions and strategic planning efforts.

The following represents ongoing as well as proposed projects discussed in December.

System – Continuation of effort to build on the capabilities of eCitation application

System – Develop a system for online adjudication

Tech Support – Continuation of help to Local PDs with technology & software support

Policy & Data Model – Develop a traffic law enforcement policy & data model

Research – Continuation of linking crash & injury datasets to measure crash injury outcomes

System – Update/enhance/document EMS & Trauma Registry functionality

Data Center – Support/promote long-range effort to link traffic records six-pack components



✓ **Build on strengths / Address challenges – resistance to change**

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Traffic Records System

Safety Data System



This year's Strategic Plan, due on July 1st, will focus on fiscal year 2017-2018; however, the TRCC is also looking ahead to 2019-2020, since many of the things we are trying to accomplish will take several years.

We have to work smarter to stay abreast of changing demands for improvements in our Traffic Records System, to be able to focus on continuing changes in the motoring public, such as, (driver distraction, the impact of drugs, etc., and the changing environment for autonomous vehicles).



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Traffic Records System

FY 2017-2018

Safety Data System



State: Connecticut

Plan Year: 2016-2017

July 2016

Traffic Safety Information System - - - - - Improvements - - - - - Section 405c Application

Ongoing updates of system deficiencies in the Strategic Plan – has helped lead to many of the following system improvement initiatives.

- **Injury Surveillance – EMS Run Reporting System**
 - * Focus by NHTSA Go Team Initiative
- **Crash System**
 - * Basis for new MMUCC PR-1 System/further development
- **Citation/Adjudication System**
 - * Basis for eCitation, Online Disposition, continuing improvements
- **Driver License/History System**
 - * References to CIVLS, eCitation Interface with DMV
- **Roadway System**
 - * Standardized LRS, MIRE, FDE, Crash Data Repository
- **All Core Component Areas – TRCC**
 - * Noteworthy Practices

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*Traffic Records Assessment
Possible Recommendations*

Safety Data
System



National Highway Traffic Safety Administration

Our Mission: Save lives, prevent injuries, reduce vehicle-related crashes



Home

State & Local Traffic Records Inventory
Remember from TR-Assessment

Possible

> HOME

Connecticut Traffic Records Assessment - Recommendations

15-20 recommendations expected from the TR Assessment

1. Further development of a Traffic Records (TR) Inventory
2. Research/document/develop a Traffic Records System - Data Governance Process
3. Promote the adoption of electronic reporting for all Traffic Records related events
4. Continue research, application, and funding for emerging technology applications for TR
5. Continue strategic planning to advance linkage of the TR Six-Pack

News & System Status

Suggestion Box

Additional
Thoughts
& Ideas?

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Traffic Records System

**Safety Data
System**



ATSIP

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ASSOCIATION OF TRANSPORTATION SAFETY INFORMATION PROFESSIONALS

Call for Abstracts Nat'l TR Forum

ATSIP News – Cellphone Format

ATSIP

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ASSOCIATION OF TRANSPORTATION SAFETY INFORMATION PROFESSIONALS

Call for Abstracts

Traffic Records System



The Association of Transportation Safety Information Professionals (ATSIP) Program Committee invites presentations for the 43rd Annual Traffic Records Forum, to be held in New Orleans, August 6 - 9, 2017.

ATSIP welcomes presentations on a wide variety of traffic records topics focusing on advances in areas of planning, operation, motor vehicle crashes, roadway, emergency medical systems, GIS, traffic enforcement, citation/adjudication, driver license, vehicle registration, Strategic Highway Safety Plans, workforce development, training, technology, data visualization, and policy development. If you are involved in the development, collection, or analysis of transportation information, the 2017 Forum is the place to showcase your work.

Once again, the Forum will feature Sunday afternoon workshops and the program will include roundtable discussions **focusing on traffic records coordinating committees and data integration.**

Submissions will be accepted for 20 minute presentations, 60 minute sessions, or 90-minute sessions. The 90 minute sessions should be composed of multiple presentations on a related theme.

ATSIP

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ASSOCIATION OF TRANSPORTATION SAFETY INFORMATION PROFESSIONALS

Call for Abstracts

Traffic Records System



Details for submitting abstracts can be found at:

http://www.trafficrecordsforum.org/program/program_pre_forum.html

✓ All submissions are **due by April 30, 2017** and early submission is recommended.

Applications are also being accepted for **Best Practice** and **Data Visualization**. Submissions forms are available on the website also with a due date of **April 30**.

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Traffic Records System

Safety Data System



<http://www.atsip.org>

Search

ATSIP

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ASSOCIATION OF TRANSPORTATION SAFETY INFORMATION PROFESSIONALS

Welcome to ATSIP

A Professional Association of Transportation Safety Information Professionals....

The Association of Transportation Safety Information Professionals has migrated from a sub-committee under the National Safety Council to a stand-alone professional association in 2009. It exists to further the development and sharing of traffic records system procedures, tools, and professionalism. Membership is open to any professional working within the areas of traffic safety data collection, management, and analysis.

Current News

- ▶ View the New ATSIP Newsletter [HERE!](#) ✓
- ▶ See the [Past Forums Page](#) to view content on Forums between 2001 and 2015.
- ▶ [Invitation to participate in the ANSI D16 Public Discussion.](#)
- ▶ Visit the new Department of Transportation Traffic Records Coordinating Committee website at <http://www.dot.gov/trcc>.



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Traffic Records System

Safety Data System



Questions



CT-TRCC



Traffic Records (TR) Data

**Safety Data
System**



Examples of Standards and Guidelines

D16.1 - is a standard for classifying motor vehicle traffic accidents. The primary purpose of the D16.1 Manual is to promote uniformity and comparability of motor vehicle traffic accident data, being developed and used in states and local jurisdictions.

MMUCC - is a guideline, which represents a model minimum set of uniform variables or data elements for describing a motor vehicle traffic crash. MMUCC was originally developed in response to requests by states interested in improving and standardizing their state crash data.

MIRE - is a recommended guideline to better understand the importance of roadway inventory and traffic data for safety programs and know what critical roadway data variables are required to make more effective and efficient safety improvement decisions.

NEMESIS - recommends data elements which should be implemented by an EMS system, and collected by a National EMS Database. Additional data elements should be considered depending on each state or local EMS systems need.

National Information Exchange Model (NIEM) - is designed to develop, disseminate and support enterprise-wide information exchange standards and processes that can enable jurisdictions to effectively share critical information in emergency situations, as well as support the day-to-day operations of agencies throughout the nation.

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Traffic Records System

Safety Data System



D16.1 Update

During recent ATSIP meeting in Wash, DC
- it was reported that the D16.1 Working Group is close to posting the final version to the discussion board.

After that it will go through the official ANSI posting for 90 day review

