Alaska
Traffic Records Assessment

Cynthia Burch| July 26, 2016

Report Out Briefing
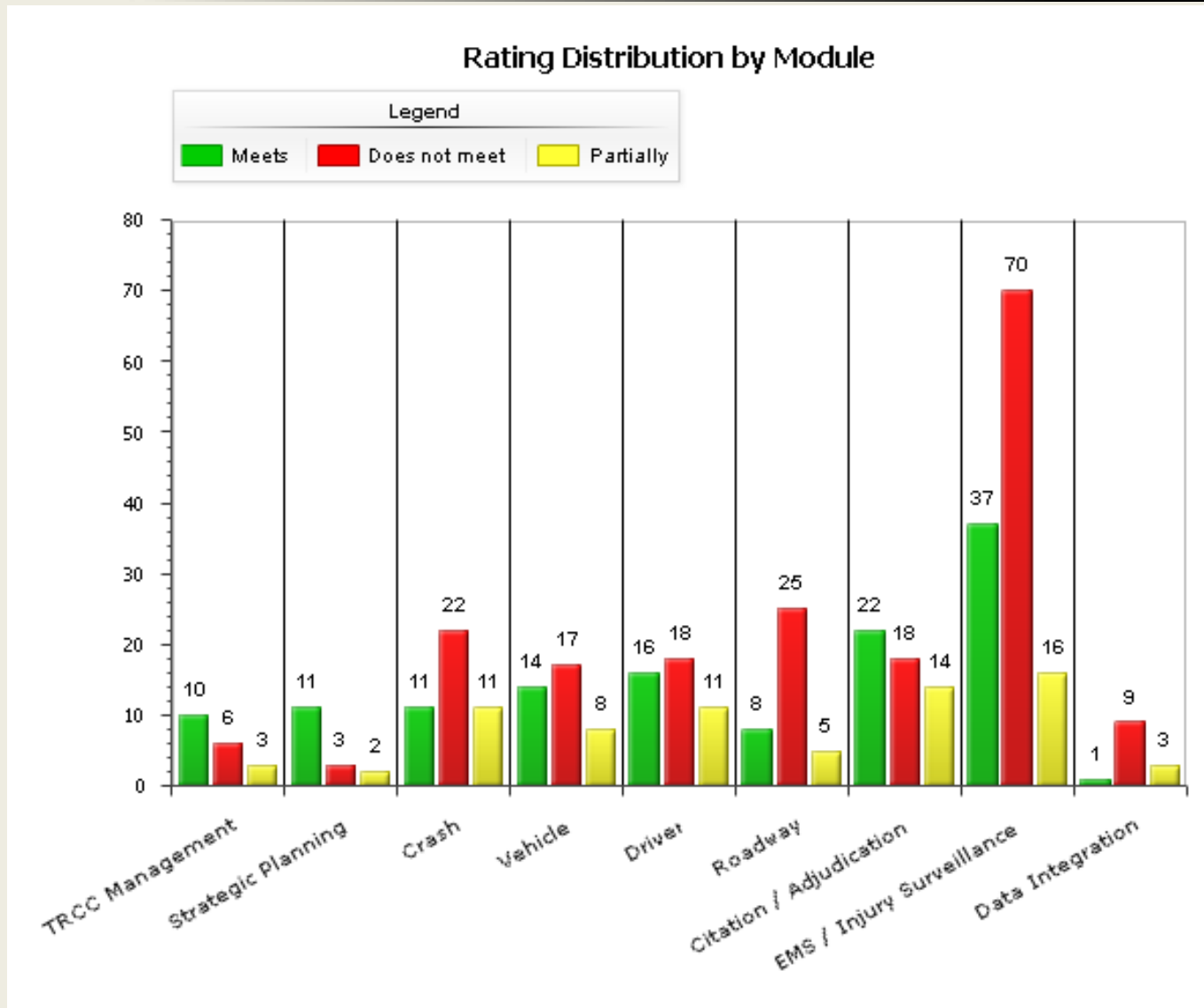
Question Response Summary

Advisory Module	Questions	Responses	Respondents
TRCC Management	19	19	2
Strategic Planning	16	16	2
Crash	44	65	6
Driver	45	45	2
Vehicle	39	40	2
Roadway	38	38	1
Citation / Adjudication	54	82	7
Injury Surveillance	123	123	1
Data Use & Integration	13	22	7
Total	391		---
Total Unique Respondents			11

Rating Distribution by Module

Rating Distribution by Module

Legend: Meets (green), Does not meet (red), Partially (yellow)

Module	Meets	Does not meet	Partially
TRCC Management	10	6	3
Strategic Planning	11	3	2
Crash	11	22	11
Vehicle	14	17	8
Driver	16	18	11
Roadway	8	25	5
Citation / Adjudication	22	18	14
EMS / Injury Surveillance	37	70	16
Data Integration	1	9	3

Alaska Strengths

- **TRCC:** Good representation and participation from all core areas
- **Strategic Planning:** comprehensive, impressive plan
- **Crash:** single data set and uniformity to standards (MMUCC, ANSI)
- **Vehicle:** unified with driver system, good documentation
- **Driver:** good documentation and communication
- **Roadway:** good centerline system with all crashes located
- **Citation/Adjudication:** good coordination among courts, State agencies, data systems
- **Injury Surveillance:** good data collection and reporting
- **Data Integration:** nice Traffic Records Resource Guide and good support for integration

Assessment Section Ratings

|	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	88.1%	88.9%	70.0%	73.3%	73.7%	51.0%
Applicable Guidelines	100.0%	90.9%	100.0%	50.0%	57.9%	66.7%
Data Dictionaries	33.3%	71.4%	50.0%	33.3%	84.1%	73.3%
Procedures / Process Flow	68.8%	60.6%	85.3%	60.4%	90.1%	62.3%
Interfaces	46.7%	84.8%	66.7%	55.6%	57.1%	33.3%
Data Quality Control Programs	42.8%	49.6%	44.4%	47.3%	55.1%	54.9%
Overall	59.4%	64.6%	64.1%	53.0%	70.9%	57.5%

	Overall
Traffic Records Coordinating Committee Management	74.0%
Strategic Planning for the Traffic Records System	84.9%
Data Use and Integration	46.5%

TRCC Management

Pie chart:
- Meet: 10
- Partially Meet: 3
- Does Not Meet: 6
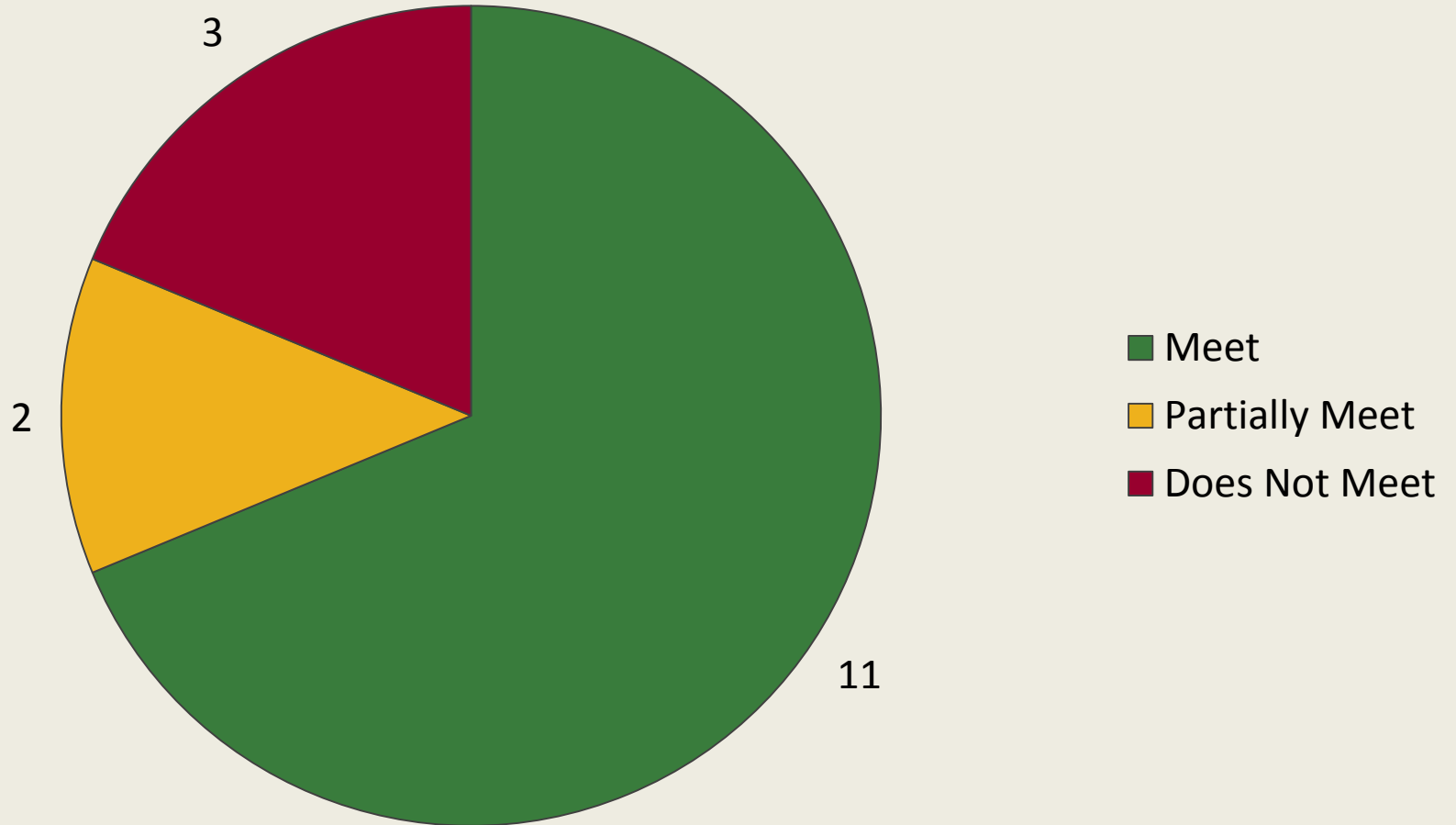
TRCC Management
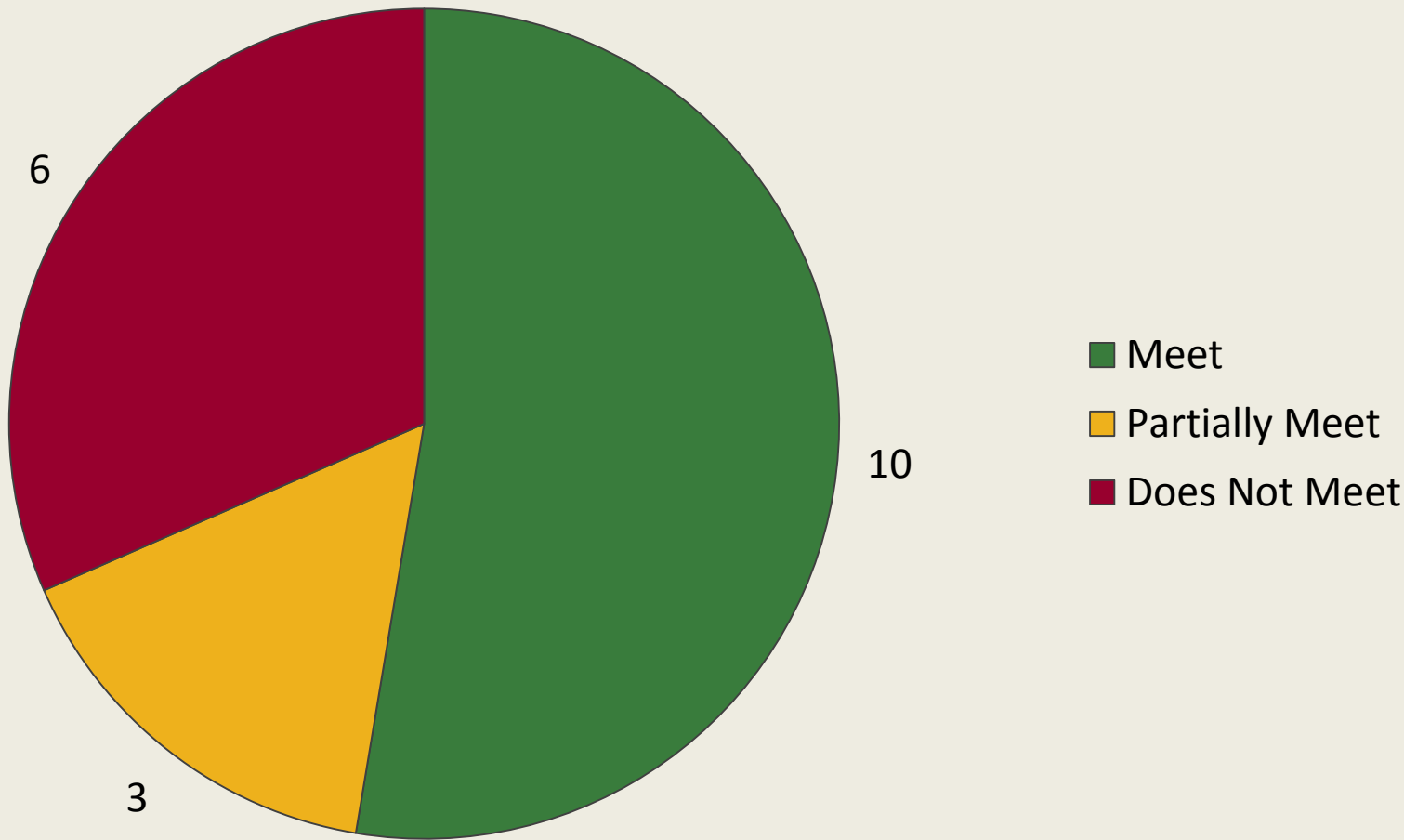
Recommendations

- None

Considerations:

- Include executives in Technical group until Executive Committee is established

- Update traffic records inventory

- Conduct a training needs assessment

Strategic Planning

Strategic Planning
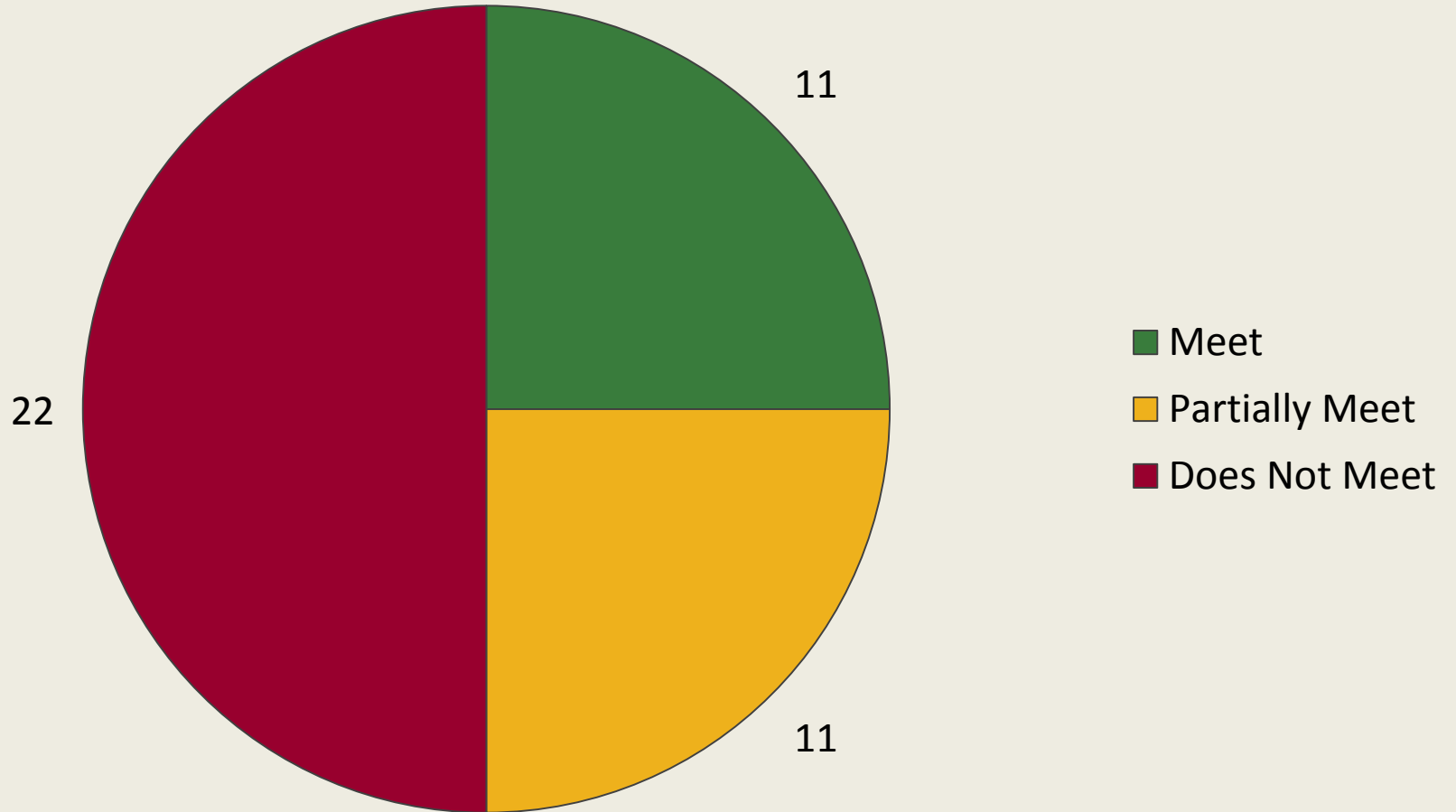
Recommendations

- None

Considerations:

- Develop process for identify technical and training needs
- Consider lifecycle costs of projects
- Integrate local data needs with State goals

Crash

🟩	Meet
🟨	Partially Meet
🟥	Does Not Meet

Crash

Recommendations

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
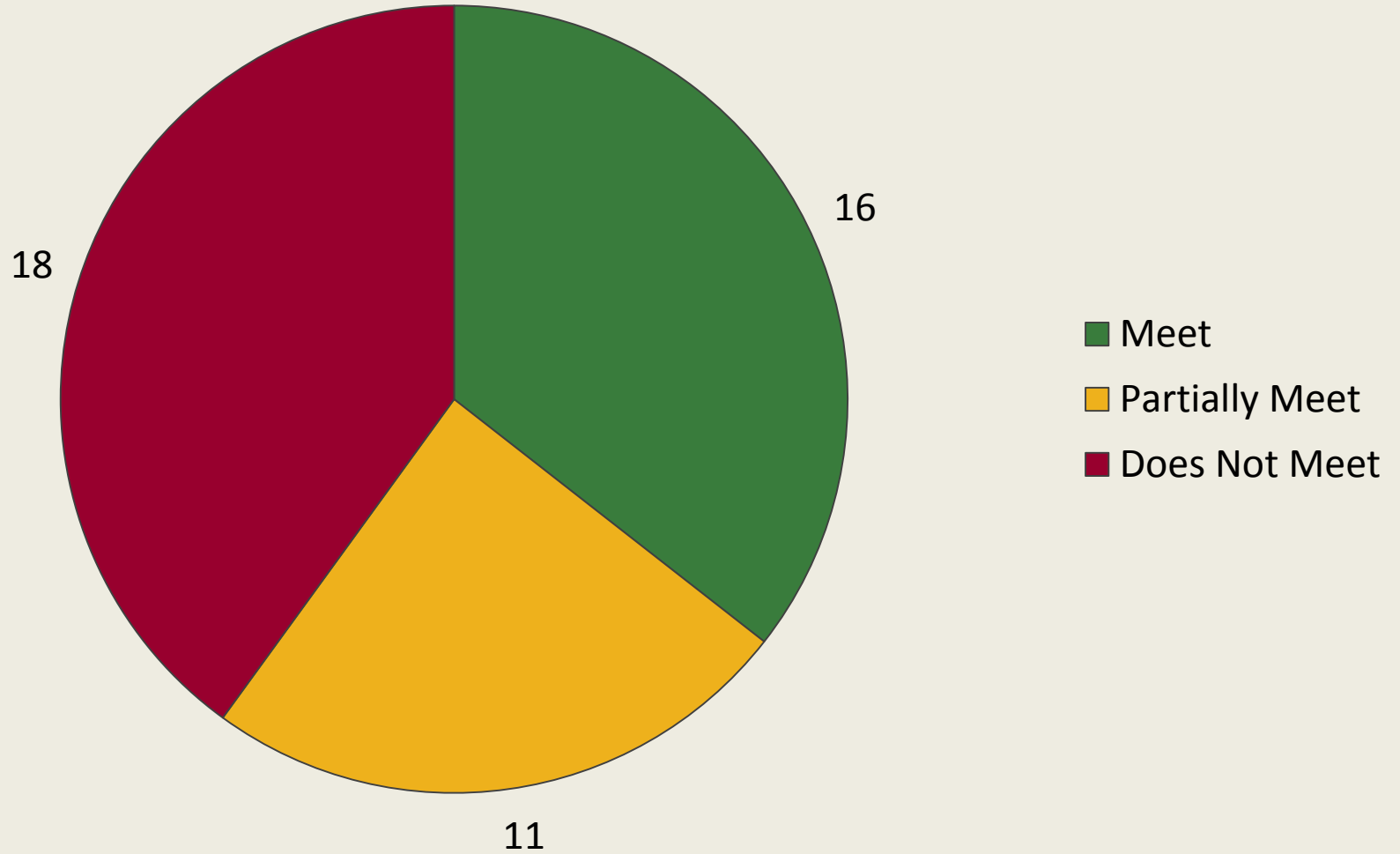
Crash

Considerations:

- Continue efforts to reduce backlog
- Develop documentation (data dictionary)
- Develop performance measures

Driver

Pie chart:
- Meet: 16 (green)
- Partially Meet: 11 (yellow)
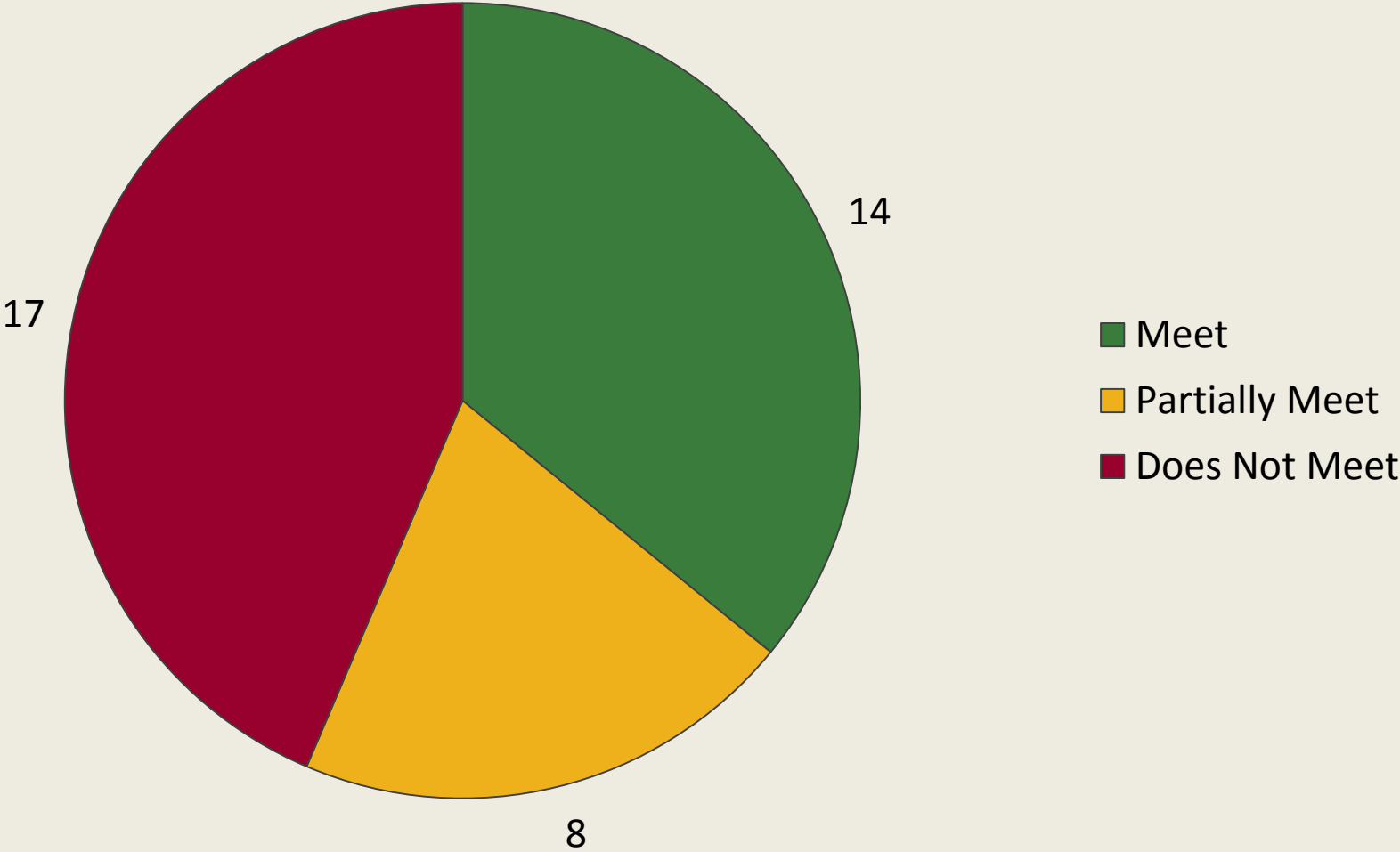- Does Not Meet: 18 (dark red)

Driver

Recommendations

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

- Incorporate data definition into dictionary
- Regularly review/update documentation
- Explore interfaces
- Develop data quality management program

Vehicle

Legend:
- Meet (green): 14
- Partially Meet (yellow): 8
- Does Not Meet (red): 17

Vehicle

Recommendations

- Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
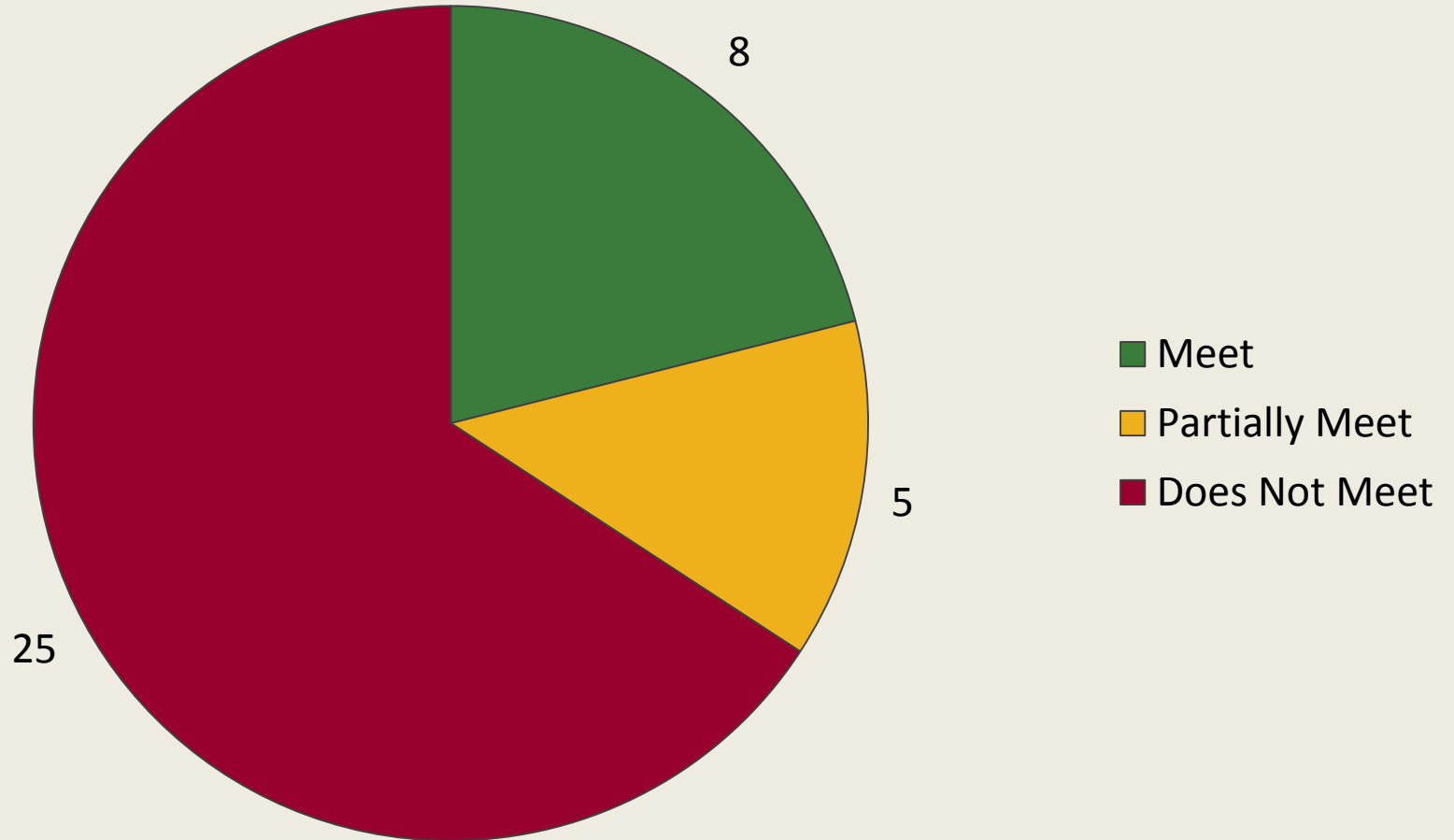
Considerations:

- Develop a data quality management program
  - Performance measures
  - Periodic checks
  - Formalize feedback process, including TRCC

Roadway

Legend:
- Meet
- Partially Meet
- Does Not Meet

Values: 8 (Meet), 5 (Partially Meet), 25 (Does Not Meet)

Roadway

Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
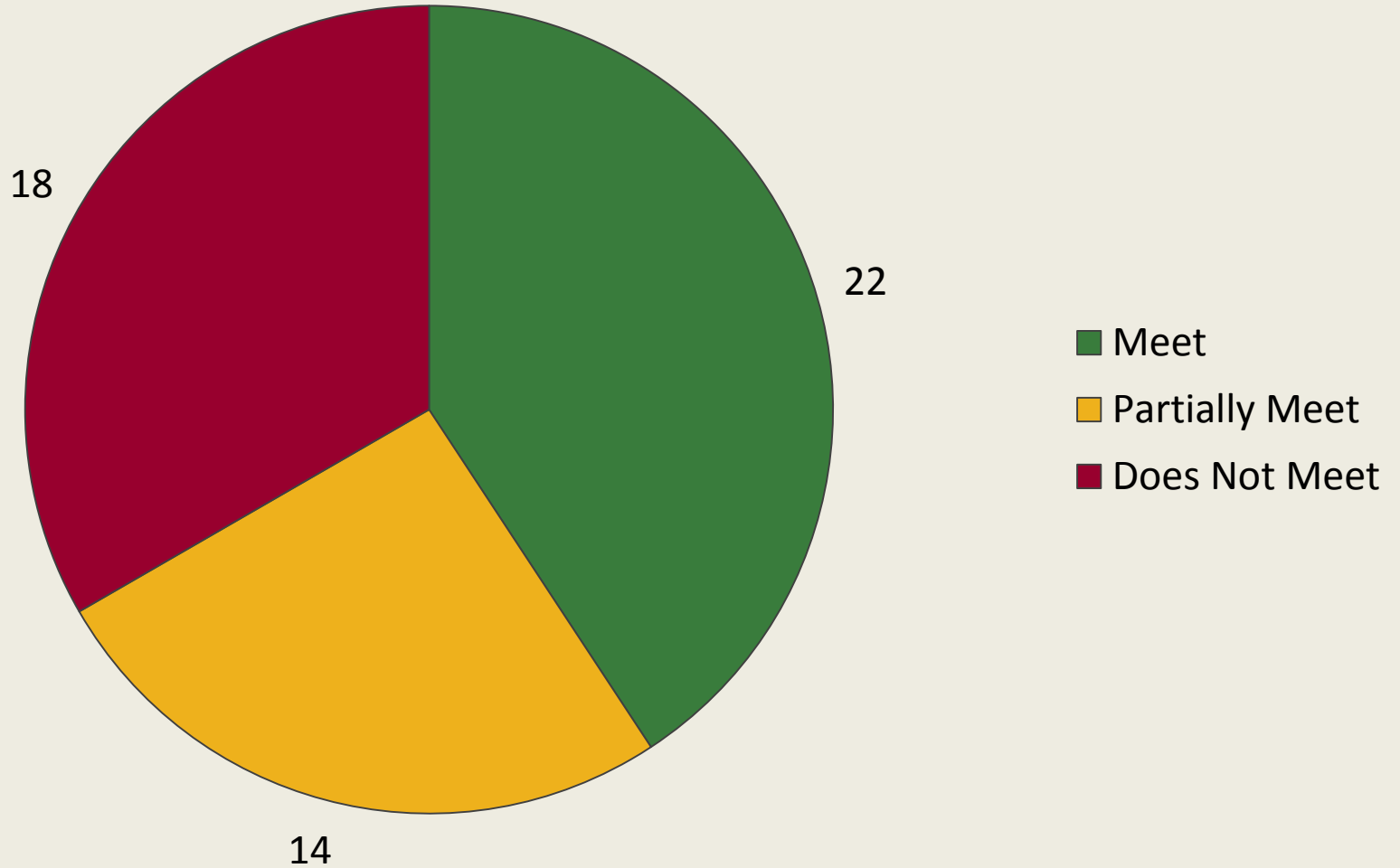
Roadway

Considerations:

- Expand collection of MIRE FDEs to all public roads
- Update data dictionary and other documentation
- Develop performance measures
- Engage local municipalities with the TRCC

Citation/Adjudication

- Meet
- Partially Meet
- Does Not Meet

22, 14, 18

Citation/Adjudication

Recommendations

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
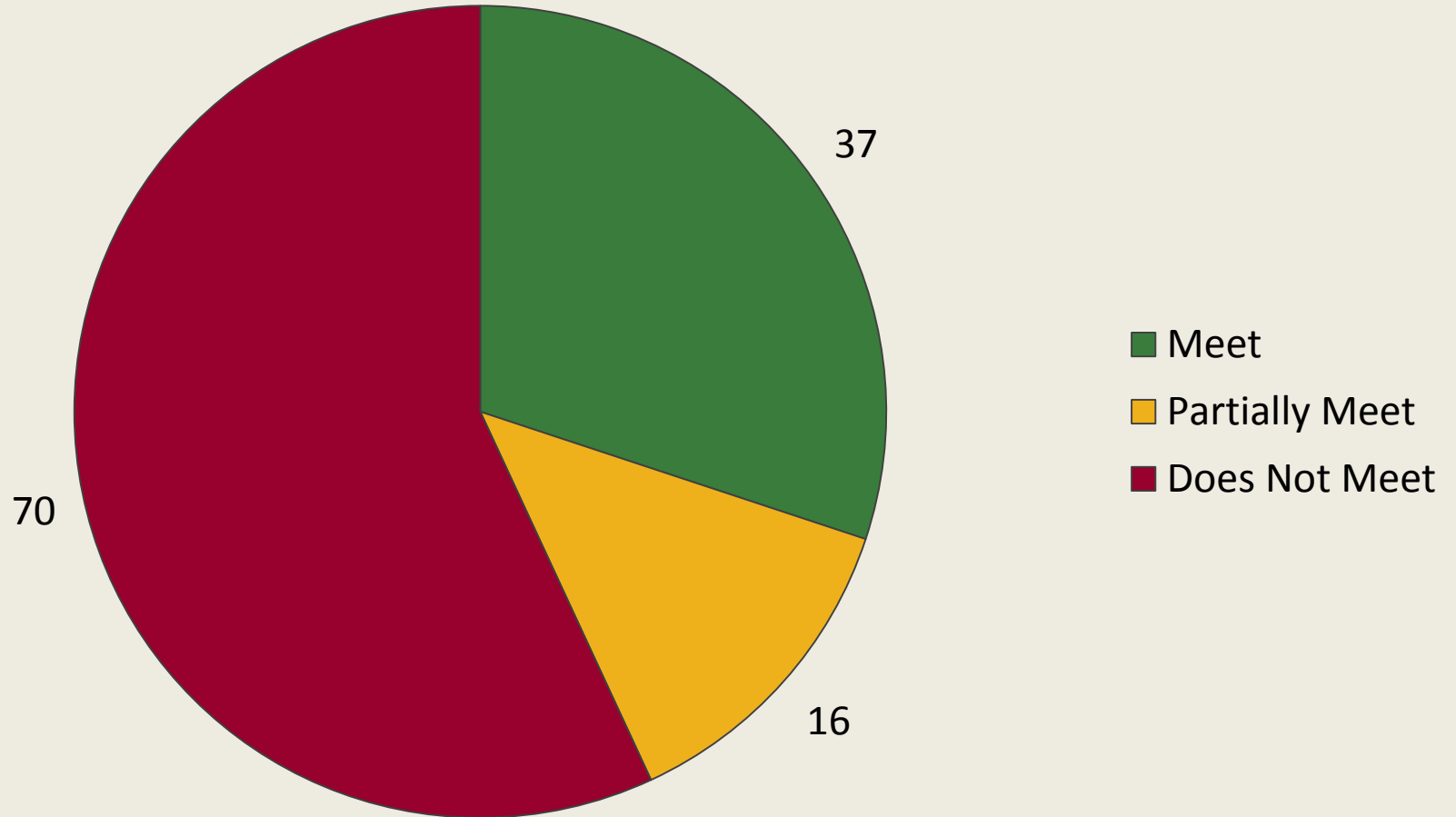
Citation/Adjudication

Considerations:

- Improve documentation of data systems and management processes

- Consider participation in NIBRS and adoption of NIEM by DPS

- Develop a data quality management program

Injury Surveillance

Pie chart legend:
- Meet — 37
- Partially Meet — 16
- Does Not Meet — 70

Injury Surveillance

Recommendations

- Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Injury Surveillance

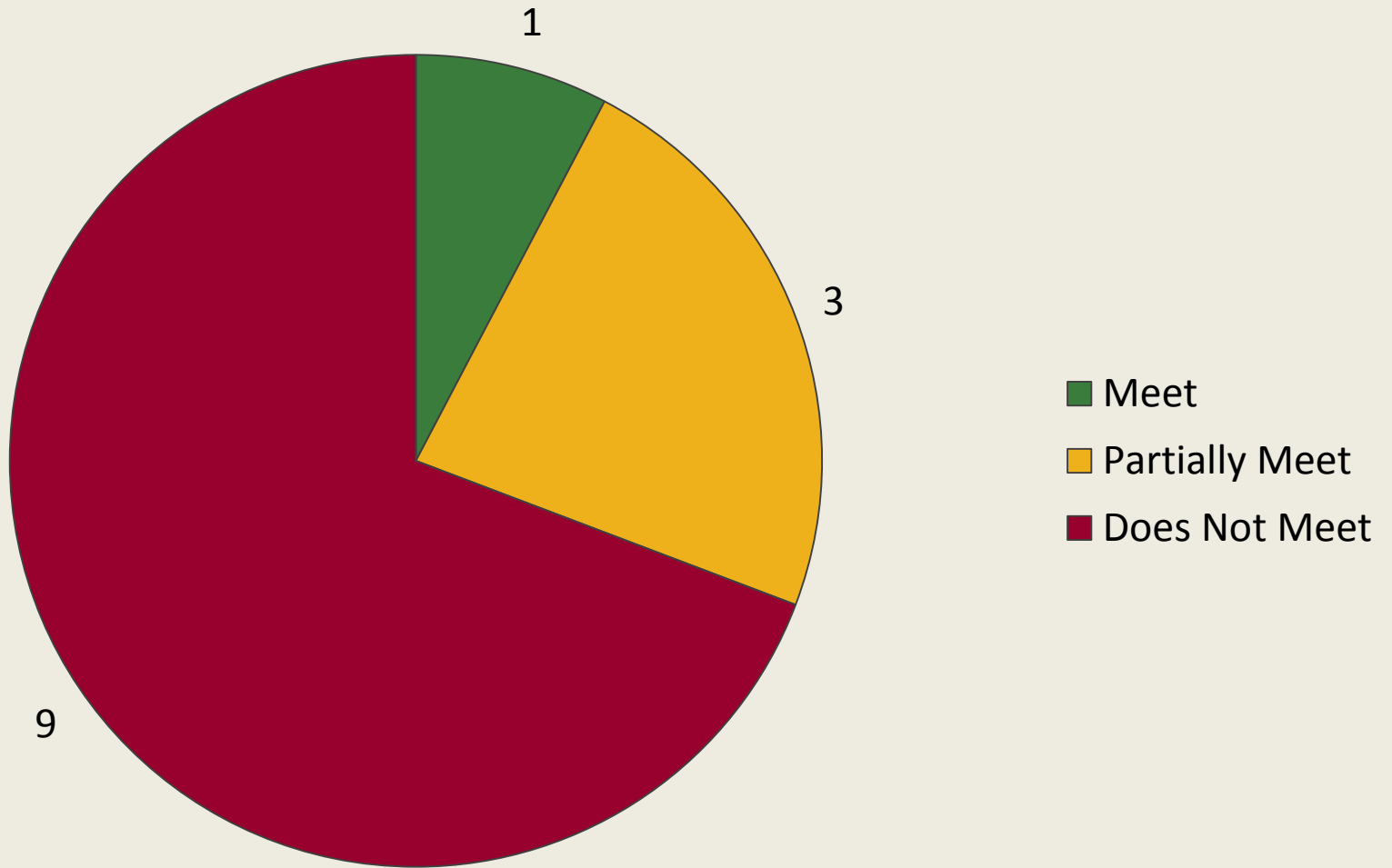**Considerations:**

- Develop data quality management programs
- Expand collaboration with Hospital Industry Data Institute (HIDI) to access clinical data (recent legislation)
- Engage TRCC with all five sub-components
- Explore use of vital records data in conjunction with FARS

Data Use & Integration

Pie chart legend:
- Meet (green): 1
- Partially Meet (yellow): 3
- Does Not Meet (dark red): 9

Data Use & Integration

Recommendations

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

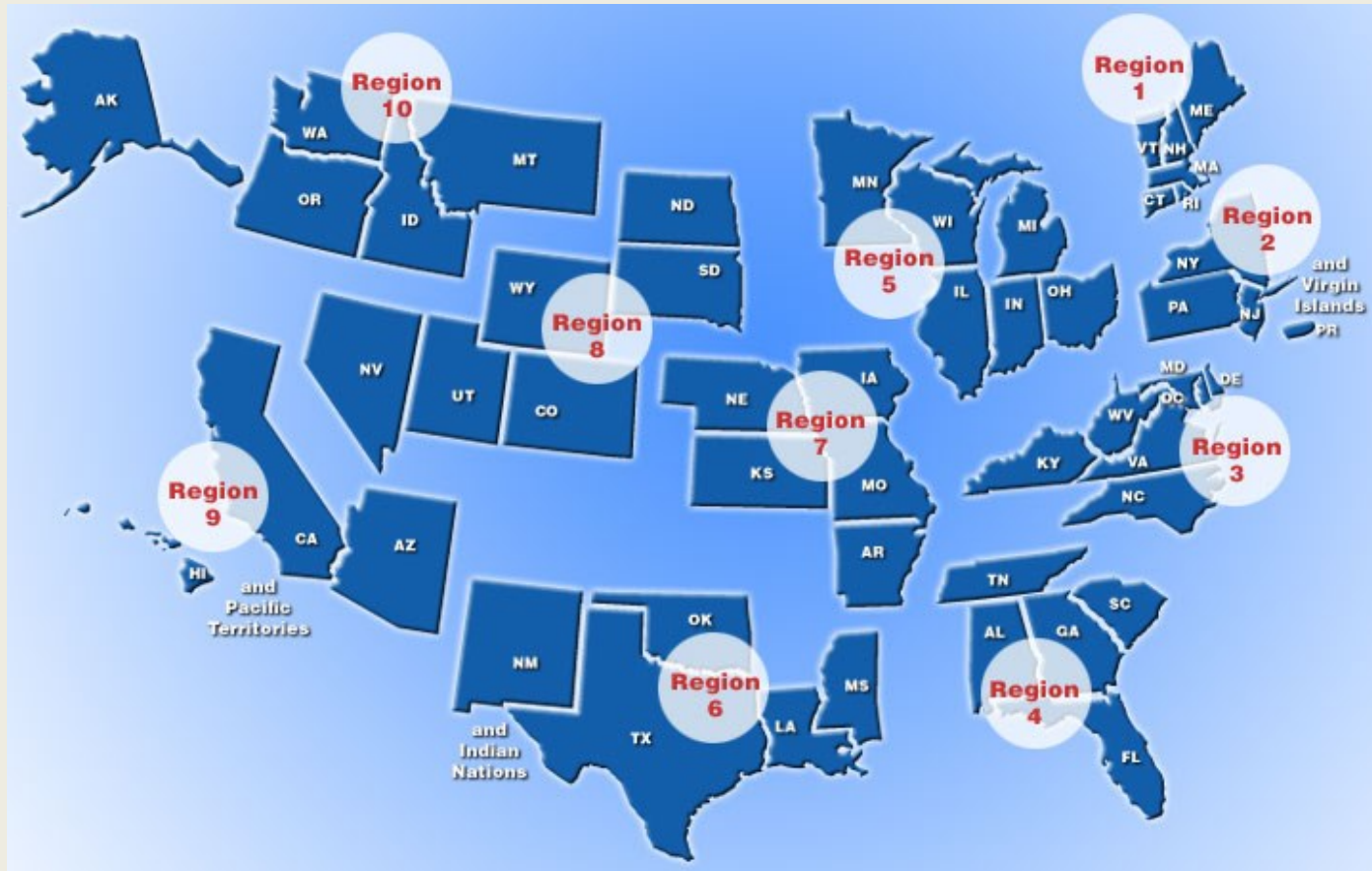**Considerations:**

- Continue development of statewide data governance policy
- Engage executive leadership to support integration
- Expand TR Resource Guide to serve as a data inventory

Comparative Analysis

Please refer to the one-sheet provided for an analysis of your TRA performance as compared to the current national average.

Training and Technical Assistance Programs

NEXT STEPS

Traffic Records Assessments

In comparing a State's traffic records system to the ideal outlined in the *Advisory*, assessments:

- **Identify strengths and challenge areas**

- **Rank questions to help prioritize investment**

- **Supply recommendations & considerations for improvement**

How do we move forward?

Traffic Records Core Programs

Next Steps...

- GO Team

- Crash Data Improvement Program (CDIP)

- MMUCC Mapping

Traffic Records Assessments

Crash Data Improvement Program (CDIP)

MMUCC

Training & Technical Assistance (GO Teams, TR 101)
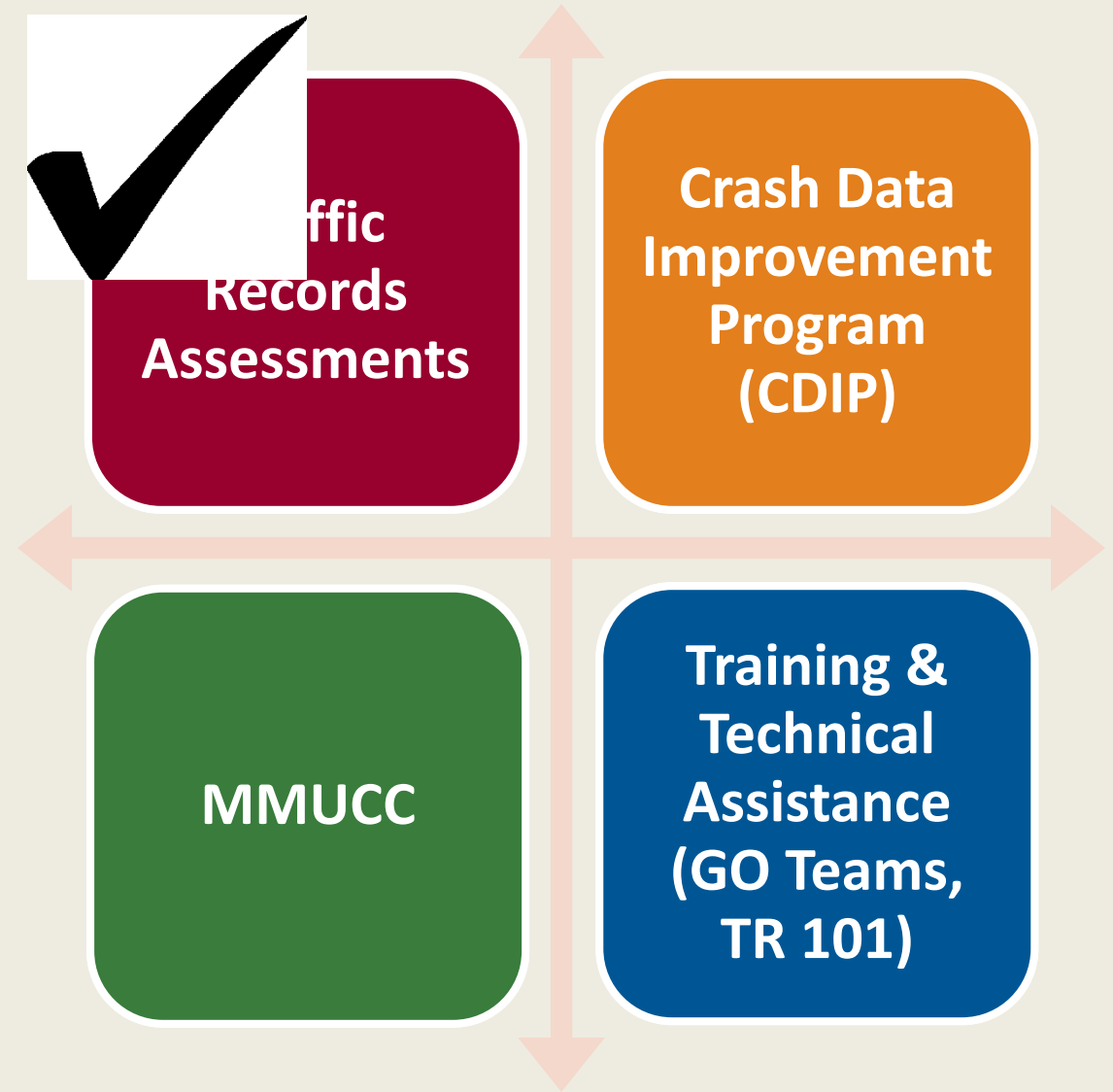
Technical Assistance: GO Teams

State requests technical assistance on a specific TR issue	State, working with its RPM and the TR Team, prepares a request	NHTSA identifies GO Team members & sends to State

- **Small-to-medium scope projects**
- **Number of GO Teams depends upon available resources**
- **GO Teams work _with_ States to accomplish goals**

Successful GO Team Applications

- A detailed description of the technical issues that the GO Team will need to address;

- A description of the specific technical assistance being requested from the GO Team;

- A description of the current and past efforts to address this problem;

- An explanation of how the GO Team assistance fits into the TRCC's Strategic Plan;

- The anticipated improvements that the GO Teams are likely to provide to the State's traffic records data systems; and

- The contact information of the State officials who will be tasked to work with the GO Team to address this problem.

Crash Data Improvement Program

Improving Crash Data is not just an IT problem…

People

Technology

Processes
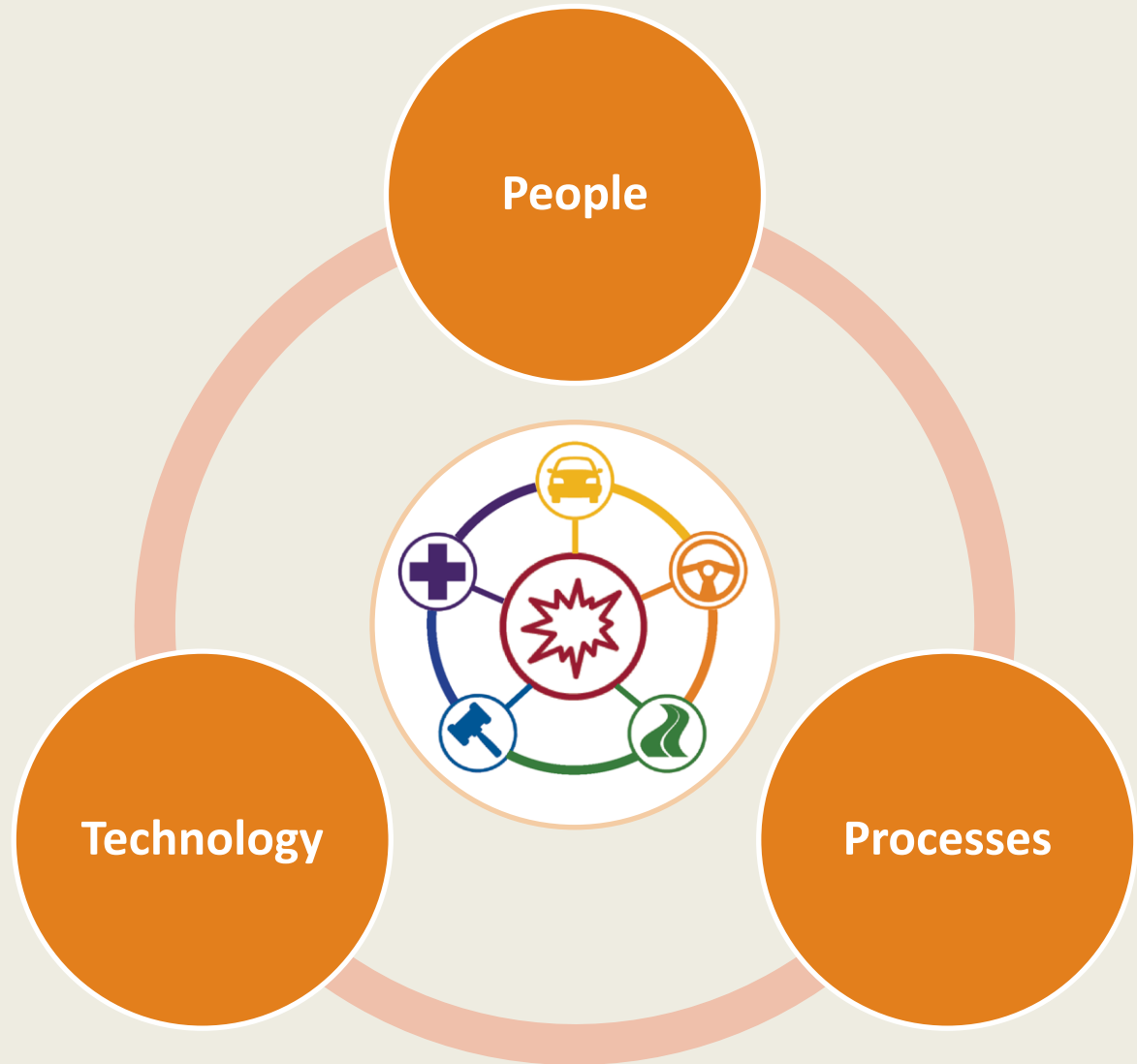
MMUCC Mappings

- **How mappable are your form and database?**

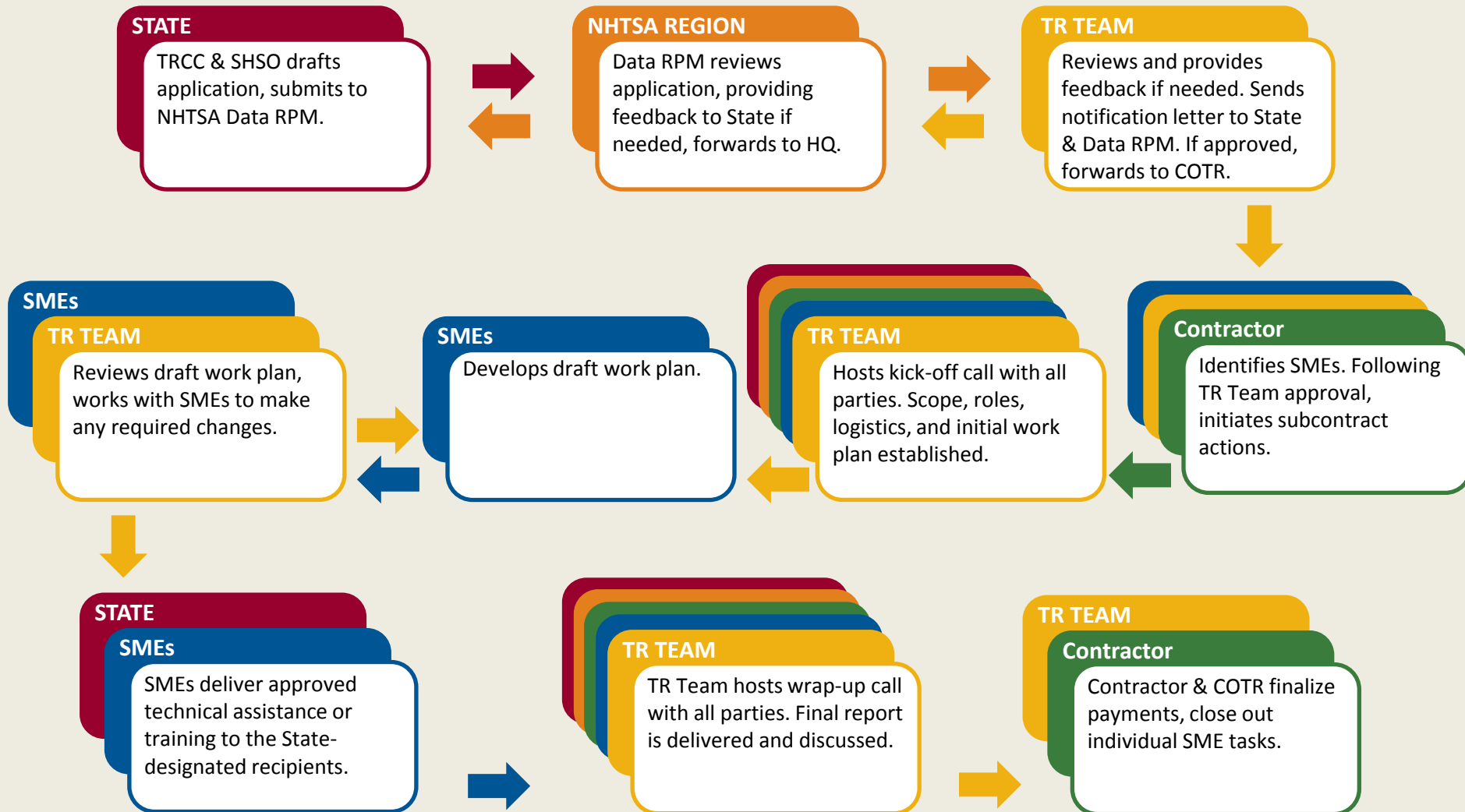| Crash Data Elements		
Identifier	Data Element	Percent Mappable
C1	Case Identifier	100.0%
C2	Crash Classification	20.0%
C3	Crash Date and Time	100.0%
C4	Crash County	100.0%
C5	Crash City/Place	100.0%
C6	Crash Location	100.0%
C7	First Harmful Event	0.0%
C8	Location of First Harmful Event Relative to the Trafficway	0.0%
C9	Manner of Crash/Collision Impact	77.8%
C10	Source of Information	50.0%
C11	Weather Conditions	41.7%
C12	Light Condition	87.5%
C13	Roadway Surface Condition	81.8%
C14	Contributing Circumstances, Environment	57.1%
C15	Contributing Circumstances, Road	29.2%
C16	Relation to Junction	35.3%
C17	Type of Intersection	12.5%
C18	School-Bus-Related	0.0%
C19	Work Zone-Related (Construction/Maintenance/Utility)	21.1%

Vehicle Data Elements		
Identifier	Data Element	Percent Mappable
V1	Motor Vehicle Identification Number (VIN)	100.0%
V2	Motor Vehicle Unit Type and Number	25.0%
V3	Motor Vehicle Registration State and Year	100.0%
V4	Motor Vehicle License Plate Number	100.0%
V5	Motor Vehicle Make	100.0%
V6	Motor Vehicle Model Year	100.0%
V7	Motor Vehicle Model	100.0%
V8	Motor Vehicle Body Type Category	63.2%
V9	Total Occupants in Motor Vehicle	100.0%
V10	Special Function of Motor Vehicle in Transport	81.8%
V11	Emergency Motor Vehicle Use	0.0%
V12	Motor Vehicle Posted/Statutory Speed Limit	66.7%
V13	Direction of Travel Before Crash	83.3%
V14	Trafficway Description	50.0%
V15	Total Lanes in Roadway	0.0%
V16	Roadway Alignment and Grade	37.5%
V17	Traffic Control Device Type	78.6%
V18	Motor Vehicle Manuaver/Action	93.3%
V19	Vehicle Damage	58.8%
V20	Sequence of Events	89.6%
V21	Most Harmful Event for this Motor Vehicle	0.0%
V22	Bus Use	0.0%
V23	Hit and Run	100.0%
V24	Towed Due to Disabling Damage	0.0%
V25	Contributing Circumstances, Motor Vehicle	74.2%
V26	Motor Carrier Identification	25.0%
V27	Gross Vehicle Weight Rating/Gross Combination Weight Rating	100.0%
V28	Vehicle Configuration	66.7%
V29	Cargo Body Type	82.4%
V30	Hazardous Materials (Cargo Only)	100.0%

Person Data Elements		
Identifier	Data Element	Percent Mappable
P1	Name of Person Involved	100.0%
P2	Date of Birth	50.0%
P3	Sex	100.0%
P4	Person Type	44.4%
P5	Injury Status	100.0%
P6	Occupant's Motor Vehicle Unit Number	100.0%
P7	Seating Position	72.2%
P8	Restraint Systems/Motorcycle Helmet Use	35.3%
P9	Air Bag Deployed	62.5%
P10	Ejection	60.0%
P11	Driver License Jurisdiction	0.0%
P12	Driver License Number, Class, CDL and Endorsements**	5.6%
P13	Speeding Related	0.0%
P14	Driver Actions at Time of Crash	26.3%
P15	Violation Codes	33.3%
P16	Driver Distracted By	0.0%
P17	Condition at Time of the Crash	37.5%
P18	Law Enforcement Suspects Alcohol Use	0.0%
P19	Alcohol Test	63.6%
P20	Law Enforcement Suspects Drug Use	0.0%
P21	Drug Test	30.0%
P22	Non-Motorist Number	100.0%
P23	Non-Motorist Action/Circumstance Prior to Crash	64.3%
P24	Non-Motorist Actions/Circumstances at Time of Crash	57.1%
P25	Non-Motorist Location at Time of Crash	0.0%
P26	Non-Motorist Safety Equipment	31.3%
P27	Unit Number of Motor Vehicle Striking Non-Motorist	0.0%
P28	Transported to First Medical Facility By	11.1%

Applying for Programs

STATE
TRCC & SHSO drafts application, submits to NHTSA Data RPM.

NHTSA REGION
Data RPM reviews application, providing feedback to State if needed, forwards to HQ.

TR TEAM
Reviews and provides feedback if needed. Sends notification letter to State & Data RPM. If approved, forwards to COTR.

Contractor
Identifies SMEs. Following TR Team approval, initiates subcontract actions.

TR TEAM
Hosts kick-off call with all parties. Scope, roles, logistics, and initial work plan established.

SMEs
Develops draft work plan.

SMEs
TR TEAM
Reviews draft work plan, works with SMEs to make any required changes.

STATE
SMEs
SMEs deliver approved technical assistance or training to the State-designated recipients.

TR TEAM
TR Team hosts wrap-up call with all parties. Final report is delivered and discussed.

TR TEAM
Contractor
Contractor & COTR finalize payments, close out individual SME tasks.

Next Steps

- **Contact your NHTSA Regional Program Manager about the necessary TRCC Strategic Plan updates required prior to next §405(c) grant application.**

- **Use the *Advisory* as a resource for developing, prioritizing, and executing new projects and programs.**

- **If desired, submit your application to your NHTSA Regional Program Manager to apply for a GO Team, CDIP, or MMUCC mapping to help with assessment recommendations or other traffic records initiatives identified by the TRCC.**

Application →

Becoming an Assessor

- **If you would like to be considered as an assessor for future assessments of other States' traffic records systems please email Kara Mueller and copy Luke Johnson.**

  - Kara Mueller – kara.mueller.ctr@dot.gov
  - Luke Johnson - luke.johnson@dot.gov

- **Please identify your areas of traffic records expertise and include a brief summary of your work experience.**

Thank You