



TRCC Meeting Minutes
July 19, 2016
Horatio S. Earle Center
1:00 pm

The Traffic Records Coordinating Committee met in conjunction with Crash Data Users Group on July 19, at the Horatio S. Earle Center. Those present at the meeting:

Katie Bower	MSP-CJIC
John Harris	MDOS
Michael Prince	MSP - OHSP
Alicia Sledge	MSP-OHSP
John Kalanquin	DTMB
Sydney Smith	MSP- CJIC
Amanda Heinze	MSP- CJIC
Sgt. Scott Carlson	MSP- CJIC
Eric Kabdebo	MDOS
Dan Meengs	MDOS
Dave Work	DTMB
John Wallace	FMCSA
Eric Line	MDOT
Patrick Bowman	UMTRI
Jonathan Kay	SEMCOG
Kathy Wahl	MDHHS/BETP
Megan Kuk	WMU
Steven Butt	WMU
Tycho Fredericks	WMU
Osama Abudayyeh	WMU

Welcome and Introductions

The meeting was called to order at 1:00 p.m. by Chair Katie Bower.

Additions to the Agenda

None

Timeliness of UD-10 Reporting – Sydney Smith

Ms. Smith provided the group with an update on the issue that we are having with a vendor not providing timely crash data for the agencies that they support. Ms. Brinningstaull and F/Lt. Al Renz met with the vendor regarding this issue. The vendor was provided with a copy of the MOU that they signed which stated that they would submit them to us in a timely manner. They have yet to respond back to MSP as to how they will respond to ensuring that they submit timely and are in compliance with the statutory requirement to submit immediately.

New UD-10 Vendor Issues – Sydney Smith

Several vendors are still not fully compliant with the new programming. Unfortunately, this is impacting our ability to be able to analyze all of our new data fields that we were anticipating collecting and analyzing this year. Ms. Smith indicated that there is still a lot of work to do to get the vendors compliant.

CLIP Demo – Sgt. Scott Carlson

Sgt. Scott Carlson provided the group with a demo of the new Crash Location Improvement Project (CLIP). This was developed by iyeTek (now Lexus Nexus). Twenty to thirty percent of our crashes need to be manually located. This application can bring up a map, the user drops a pin, and the application accurately identifies where the crash occurred. This will be piloted by the MSP Lansing Post in August 2016.

NHTSA GO TEAM Traffic Records Inventory Summary

The state was provided a NHTSA GO Team through a technical assistance request from OHSP. They looked at the current Traffic Record Inventory to help with our integration project. They looked at two of our databases, crash and driver, to be analyzed. The crash database has comprehensive documentation, the data interfaces are in place, and is the keystone of the State's traffic records system and the focus for most data integration projects. However, it is not currently fully MMUCC system compliant. The Driver data interfaces have already been planned for linking driver data to other systems and it leverages the current interfaces that could support an integration to return aggregated driver history data.

The group agreed to have the GO Team go forward with this project.

EMS Database – Kathy Wahl

In 2009 the state required data to be provided to MDHHS. Not all emergency medical services are providing data. MDHHS looked into who wasn't reporting and why. Most of these not responding are emergency first responders. There are about 22 vendors involved in supplying medical service providers with an application to report. They will be getting all of these vendors together to help solve the problem in the fall. There about 9 million records in that database. They also want to look at their trauma database.

Western Michigan University staff presented how they analyzed the EMS traffic crash data housed at MDHHS to identify current EMS response treatment and transport. They developed a framework for modeling and analysis, including predictive model and standardized definitions. They looked at response times from step to step. Unfortunately, there were [a lot](#) of incomplete or incorrect entries and WMU was only able to use about 69% of the data, which covered 2010 to 2015.

Results: Data shows an increase in data submitted from year to year; only 70% of agencies are reporting. January and August have the highest EMS response to crashes, Fourth of July is the highest holiday, and EMS is responding to the highest number of traffic crashes during 4-7 pm each day. Average response time to a crash is 10 minutes. However 20% of these had a response time of 4 minutes. WMU demonstrated the calculation of key performance indicators and how they may be used.

WMU recommends creating a dashboard for data dissemination, determine best practices, and solidify a database design for entry, quality and integrity. They also suggest trying to create database linkages, process simulation and optimization, and create predictive modeling.

FY-16 Project Updates & Proposals for FY 17

Updates were provided for the following 2016 [projects](#):

- ♦ Data Integration Project – Worked with EIM to secure a contractor (Price, Waterhouse, Cooper) to look at our roadmap document and identified agency contacts. They will summarize their findings and create a roadmap for our plan of action.
- ♦ EMS Crash Data Analysis – Work now completed with Western Michigan University.
- ♦ Crash Facts Website – Continuing to work with U of M to maintain the website. Two technicians provide support for data requests.
- ♦ Advanced Ped/Bike Investigation – Next level of accident investigation training. Working with national law enforcement trainers, and TRCC provides funding for these advanced trainings.
- ♦ Development of Roadsoft – Working with MDOT for the statewide software. Able to get various data from road commissions now.
- ♦ TCRS Modernization & UD-10 Revision –Completed. Revision pushed January 6, 2016.
- ♦ UD-10 Trainer Support – training includes officer updates and local police academies. Funding provides for training and travel for the trainer.
- ♦ UD-10 Paper Processing – Still working on this and close to going live.
- ♦ Crash Mapping/Locating – Pilot to be conducted in August 2016.
- ♦ CLIP Incentive Funding – Will not happen this year. Licensing fees were not anticipated. They want to ask for vendors to quote how much it will cost them to code this locating tool into their programs.
- ♦ TCRS Website Design – Just started with design. They are asking for input on what the field would like to see.

FY-17 TRCC Priority Projects

- ♦ Data Integration for the Reduction of Traffic Fatalities Report - Project Continuation
- ♦ UD-10 Training Support
- ♦ CLIP - Vendor Incentive Funding
- ♦ Michigan Traffic Crash Facts Website Maintenance and Enhancements
- ♦ Roadsoft Model Inventory of Roadway Elements MIRE Modifications - [Modification](#) to Roadsoft software to allow locals and MDOT to store the data for these elements.

Project requests will now be available at any time during the year.

Next Meeting:

The next meeting will be held on October 21, 2016, at the Michigan State Police Headquarters, Centennial Conference Room