

ATSIP

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Your Safety & Health Leader for 90 Years

TRF 2008

Loaded with Content

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- The next ATSIP Newsletter is due out in September 2008. Please submit articles to David Bozak, Manager of Traffic Records, National Safety Council at bozakd@nsc.org.

The Traffic Safety Record

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Traffic Records Forum Invitation

Please join us for the 34th **International Forum on Traffic Records & Highway Safety Information Systems**, July 27-31, 2008, at the Rosen Shingle Creek Resort in Orlando, Florida.

The **July 3rd deadline approaches** for making advanced hotel reservations and for advanced registration for the Traffic Records Forum. Check out <http://www.atsip.org> today to register online for the Forum and for a copy of the registration brochure, containing hotel reservation information.

Why you should attend the Traffic Records Forum – You'll find timely, accurate, complete, integrated and accessible safety data systems – supporting highway traffic safety programs. **You'll learn how to:**

- Maximize emerging technology
- Employ strategic planning adopted by others
- Improve the quality of your traffic records systems
- Enhance the value and usefulness of highway safety data
- Use quality data to make sound decisions for highway safety

You'll learn from:

- Keynote presenters
- Educational and training session presenters
- Exhibitors through hands-on experience
- Interacting with ATSIP Executive Board as well as other leaders
- Industry contacts for funding, research & projects
- Networking with your peers
- Expanding your scope of issues by discussing viewpoints of other professions involved

Make your plans today – we look forward to seeing you in Orlando!

Joan Vecchi, ATSIP President

Traffic Records Forum Content

This year's Traffic Records Forum is loaded with content. The following session topics have been grouped to give you a perspective of the scope as well as the depth of this year's program. Topics are not in the order they will be presented during the Forum.

| | |
|---|--|
| <ul style="list-style-type: none"> • Why Data Matters • Understanding Quantitative Concepts • Taming the Numbers – Hands on Data Analysis • Crash Analysis Techniques • Implementing CARE to Provide Deep Insight into Crash Analysis • Improving the Information and Decision Support System with Safety Analysis Management • Lincoln Crash Study • Plan4Safety – New Jersey Crash Analysis and Decision Support Tool • Researching and Problem Solving with Crash Data • A Review of Recently Developed Accident Modification Factors • ABC: Alcohol, Belts and Crashes • Teen (15-19) Drivers in South Carolina: Factors in Crash Involvement • Older Drivers • Using the National Center for Statistics and Analysis (NCSA) Website • Evaluation of Different High Proportion Tests for Safety Network Screening • Estimating Bicycle Volumes from Bicycle-Motor Vehicle Crash Data • What Traffic Records Tell About Motorcycles on Wisconsin Roadways • There's Somthin' Happenin' Here ... Striking Changes in Iowa's Motorcycle Crash Experience | <ul style="list-style-type: none"> • Highway Safety, Public Safety – One and the Same • Data Driven Approaches to Crime and Traffic Safety • EMSTARs: Closing the Gap in Public Safety Data • The Real ID Act <hr style="border-top: 1px dashed black;"/> <ul style="list-style-type: none"> • Educating Ohio Law Enforcement About the Importance of Accurate Crash Data • Imaging, Character Recognition and Lessons Learned Implementing Colorado's Revised Accident Report • Crash Data Improvement Program • Beyond the Model – A Complete Crash Reporting Solution • State-of-the-Art Crash Solution • Advancements in Crash Availability, Quality and Timeliness – A Michigan Story • Not-In-Transport Data Collection in FARS • Characteristics of a Police Vehicle Fatal Motor Vehicle Crash <hr style="border-top: 1px dashed black;"/> <ul style="list-style-type: none"> • The Police Officer's "Office" – Alabama's Mobile Officer Virtual Environment (MOVE) • Use of the Traffic and Criminal Software System (TraCS) in TN, GA, FL and NC • Making Tracks with TraCS • Beam Me Up: Using Electronic Data Collection to Support Highway Safety Decisions in a Rural State • Improving Data Capture Online and Offline • NHTSA Crash Data Collection Initiatives |
| <hr style="border-top: 1px dashed black;"/> <ul style="list-style-type: none"> • Using Root-Cause-Analysis for Analyzing Commercial Motor Vehicle (CMV) Crash Data Quality with Regards to SafetyNet and MCMIS • Why Collect Data? The Importance of Data to FMCSA Safety Programs • Red, Yellow, Green, Where Are We? • CMV Data – Quality, Cleansing, Security, Migration, Exchange, and Warehousing • Using Real-Time Weigh-in-Motion (WIM) Data for Operational and Enforcement Activities • Why Large Trucks and Passenger Vehicles Collide | <hr style="border-top: 1px dashed black;"/> <ul style="list-style-type: none"> • Model Minimum Uniform Crash Criteria (MMUCC) - 3rd Edition • D16.1 Manual on Classification of Motor Vehicle Traffic Crashes - 7th Edition • Model Minimum Inventory of Roadway Elements (MMIRE) • National EMS Information System (NEMESIS) – What Info We Have; How You Can Use It and What's Next • MMUCC Form Design • National Information Exchange Model (NIEM) • Transportation – Public Safety Data Exchange Standards – Increasing Productivity and Reducing Costs • XSL: Changing a Pumpkin into a Carriage |

Traffic Records Forum Content

- Arizona TRCC
- How Arizona is Playing with the Pieces of the Puzzle called Traffic Records

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- Building a New Single Enterprise Safety Database
 - Apples and Oranges II: Comparison and Reporting of Disparate Data from Several Agencies
 - Taking a DMAIC Six Sigma Approach to Data Integration

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- NHTSA Model Impaired Driving Records
 - NHTSA's Impaired Driver Information Systems Data Dictionary
 - Complete Online DUI Tracking System (CONDUITS) for the Delaware Office of Highway Safety
 - Impaired Driving: New York's Experience

-
- Beyond the Big Bang: Seeing Iowa Motorcycle Crash Outcomes through the Lens of CODES
 - When Milking Your Injury Surveillance Data – Do You 1) Buy the Cow, 2) Rent the Cow, or 3) Contract with the Dairy?
 - Using CODES Data in NYS Trauma Center Injury Prevention Programs
 - Using CODES to Assess Motorcycle Crash Outcomes
 - Ambulance Transport Safety
 - Recent Developments in NHTSA's Crash Outcome Data Evaluation System (CODES)

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- USDOT Listening Session for 408
 - Open Mike Session – Reauthorization and other Topics
 - Federal Reauthorization Town Hall
 - USDOT TRCC: Importance of Traffic Records and Show Me the Money II

- Improving Kentucky Collision Location Data with "Map-It"
- Usage of ArcGIS for Law Enforcement Purposes
- Delaware's Criminal and Highway Analysis Mapping for Public Safety (CHAMPS) Application to Analyze Crashes and Make Roads Safer
- Aggregating Crash Location Data for 3D Display and Analysis
- A Web-based Crash Location and Analysis Tool
- From the Ground Up – Collecting, Mapping, Analyzing, and Reporting Traffic Crashes Using a GIS Web-Based System
- Open Road – A Virtual Driving Experience for Evaluating Roadways
- Use of Crash Data Management System for Roadway Safety Audits

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- Development of Speed-Related Crash Typology
 - Speeding-related Crashes in New York: The Crash Pattern and Societal Impact
 - Speculating Speed's Semblance

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- Effect of Adult Seatbelt Use on the Risk of ED Admission for Child Passengers
 - The Nature and Severity of Injuries to Children in Bus Crashes
 - Analysis of Motor Vehicle Related Injuries and Fatalities among Occupants of Passenger Cars in Illinois

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- From Strategic Highway to Safety Action Planning
 - Strategic Highway Safety Plans
 - Using Traffic Records to Support Legislation

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- Strategy to Achieve Quality of Crash Data in Canada
 - Data Elements "Truly" Available in the 2005 NCDB
 - A Comparison of the NCDB with in-depth Crash Investigation Files in Canada

ATSIP – Becoming a Member

The Association of Transportation Safety Information Professionals (ATSIP) is dedicated to improving transportation safety information systems. ATSIP's goal is to promote the open exchange of research, innovations, and techniques, through its educational programs and networking at the Traffic Records Forum. For more information about ATSIP, please check out <http://www.atsip.org>. If you are interested in becoming a member, please complete the form on page 5 of this newsletter.

Motor Vehicle Traffic Crash Reporting Provides Valuable Data to Many People

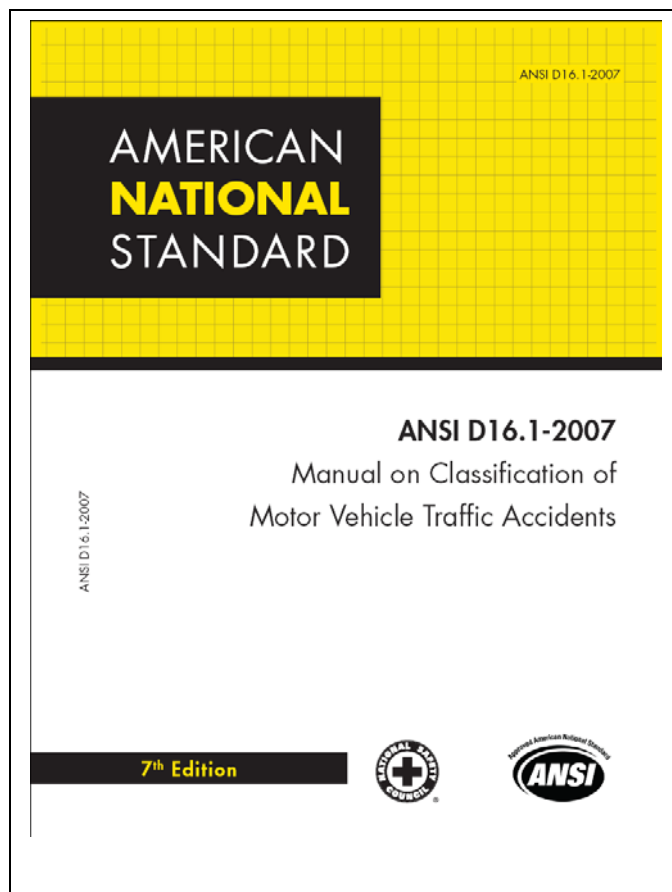
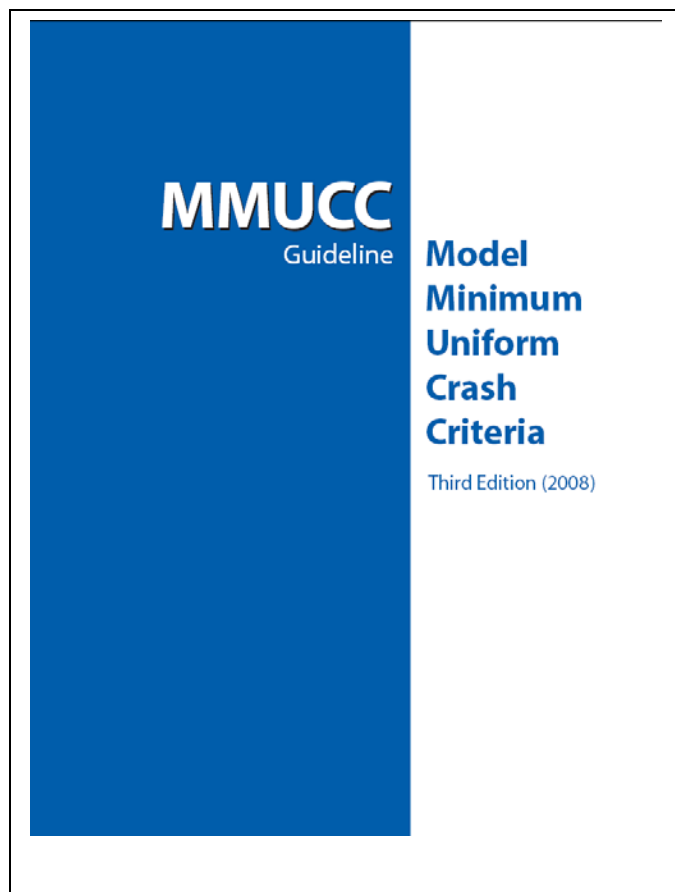
Following the all-day workshop on the development of the MMUCC Guideline at last year's Forum, the final session of this year's Forum on Thursday morning, is also saving the best for last, featuring the **MMUCC Guideline, the D16.1 Classification Manual, and mini-MMUCC.**

Planning is underway to identify a reduced set of MMUCC data elements (mini-MMUCC) that would be recommended for Property Damage Only (PDO) crashes. Considering that approximately two-thirds of all crashes reported are PDO crashes, for law enforcement, this could mean –

- **Less time spent by officers reporting motor vehicle crashes, and**
- **Improvement in the completeness and accuracy of information collected in the field**

The **MMUCC Guideline, 3rd Edition** and the **D16.1 Standard, 7th Edition**, compliment each other to help us strive for uniformity in motor vehicle traffic crash reporting. With the release of these documents, coupled with mini-MMUCC for PDO crash reporting and emerging technologies for field data capture, transportation safety information professionals need to increase their collaboration with law enforcement to recognize their priorities, strengthen partnerships for public safety, and help improve our decision making through better data.

Hope to see you Thursday morning at the Forum!





Association of Transportation Safety Information Professionals

Application Form

Membership Level Applied For (Circle One): Associate Member

Name: _____ Title: _____

Agency/Company: _____

Office/Section: _____

Street Address: _____

City/State/Zip: _____

Phone: _____ FAX: _____

Email: _____ Agency/Company Website: _____

If you are applying as part of an Organizational Membership, please check here and list the Organization, if different from above: _____

| Area(s) of Expertise: | Years |
|------------------------------------|-------|
| Federal Government | |
| State Government | |
| County Government | |
| City Government | |
| Metropolitan Planning Organization | |
| Other Governmental Agency | |
| Private Industry | |
| Public Action Group | |
| Professional Association | |
| Other | |

| Highway Safety Data Systems Expertise: | Years |
|--|-------|
| Traffic Crash Data | |
| Citation / Conviction Data | |
| EMS Run Data | |
| Trauma / Injury Surveillance Data | |
| Crime Data (Traffic & NIBRS) | |
| Traffic Flow / Exposure Data | |
| Roadway Data | |
| Driver Licensing History Data | |
| Vehicle Registration Data | |
| GIS & Map Data Systems | |
| Vehicle Registration Safety Data | |
| Driver Performance / Human Factors | |
| Safety Data Collection Methodologies | |
| Safety Data Analysis Methodologies | |
| Safety Data Management Technology | |
| Other Related Specialty | |

Would you be interested in serving on expert panels or other advisory group on traffic safety data issues?

- ____ Yes, I am definitely interested.
- ____ I may be interested, depending upon topic and availability.
- ____ No, I am not interested.

Please submit this form, with a resume supporting the above Expertise Information to:

David Bozak - National Safety Council, 1025 Connecticut Ave., N.W., Washington, DC 20036
Telephone: (202) 974-2477 Fax: (202) 822-1399 Email: bozakd@nsc.org

PLEASE DO NOT INCLUDE ANY PAYMENTS WITH YOUR APPLICATION.