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To submit articles for the June 2005 newsletter, contact Nicole Pappas at [pappasn@nsc.org](mailto:pappasn@nsc.org).

# The Traffic Safety Record

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## A message from the Bob Scopatz, ATSIP President:

In transportation safety, we spend a lot of effort trying to make decisions that generate real savings in terms of fewer deaths and injuries and reductions in the cost of property damage. We don't often ask whether investing in the traffic records system that supports those decisions makes good financial sense.

Is investing in a traffic records system worth it? Just look at crash data alone (and not the other components of a full traffic records system). Some might find the data a bit surprising: In 1994, the unit cost per crash was \$21 (Pfefer, R.C., R.A. Raub, and R.E. Lucke, *Highway Safety Data: Costs, Quality, and Strategies for Improvement, Final Report, Report FHWA-RD-96-192, FHWA, January 1998, pp. 34*). There's about a 60/40 split between the cost of collection and the cost of maintaining the records. Interestingly, it's not easy to find up-to-date estimates of these costs. Many states don't know what it costs them to get and keep a crash report, and most charge far less than \$21 for a copy of a report, if they charge at all. The total cost of maintaining crash data back in 1994 multiplied out to about \$130 million annually. And that, frankly, seems like a bargain.

What we get for that investment is truly astounding. We get a source of information that helps us make better decisions regarding safety. That means that transportation safety information helps us to be more efficient in our use of other funds. It puts our decision-making on a more solid footing. At least the facts about traffic safety are less open to dispute. What to do with the information – what to do *about* the problems – is still an issue open for discussion. But we can readily identify where the biggest problems are and what the most important contributing factors are.

Two recent events brought home to me that what we do makes a real difference in real people's lives. The first event was a local meeting of the Kiwanis Club. I was invited to talk about what I do for a living. My first thought was "oh, this ought to put them right to sleep." I'd forgotten how the average American is really engaged by the thought of traffic safety -- that we all have experiences with it and we all like to share. Rather than the meeting turning into the typical recitation of favorite traffic horror stories, however, these civic minded people really wanted to know what a group like theirs could do. They are concerned about young, novice drivers and appreciated learning about the data and programs that affect

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the people in their community.

The other event was my minor involvement (as a concerned citizen only) in a grassroots effort to stop a speed limit change from becoming law. Unlike the last time I got involved in something like this, I was pleased to find that there are volumes of information out there, easily accessible and ready to be used to help inform the decision makers. I'm happy to say also, that it worked! Rather than only consider the stark economics of faster movement of vehicles (delay costs time, time equals money), we were able to get the legislators to consider the cost of crashes both on the personal level *and* on the economic level. And we were able to use real, solid facts from a reliable data set to counter some biased analyses.

In short, the system works. The transportation safety information is there, more accessible than ever, more reliable than ever. And, in part, it is because of people like us – people who work daily with the data and work to improve it. That's what ATSIP is really all about, when you come down to the most basic purpose for our existence. ATSIP is a group of professionals who collect, manage and use the data in an effort to improve transportation safety.

We could ask the same questions about ATSIP that I started this article with – does joining this group make sense financially? Does the organization support members in ways that they find valuable?

In this issue, you'll see a few reminders of what we do to raise the value of the organization while we work to raise the status of transportation safety information overall. The Traffic Records Forum is certainly our most visible activity and the one that most obviously provides value for attendees. We also work cooperatively with our many sponsor and liaison organizations and that list is growing dramatically. The ATSIP board and volunteers from among the general membership are working on several new ventures that will strengthen ATSIP's role as a premier transportation safety information organization. I urge you to get involved in our outreach activities and to volunteer to be part of any of our subcommittees.

I want to draw particular attention to one thing you can do right now to help us make ATSIP the kind of organization you want it to be. Recently, we sent a survey to members. If you are a member, we want to know what things you'd like to see ATSIP do to increase the value of your membership. If you aren't yet a member, please contact Nicole Pappas and let us know what we can do to convince you to join. Contact information for Nicole Pappas, our NSC staff person, is provided in the article reminding you to fill out the survey and send it in. I hope you'll help us to increase ATSIP's value to you by completing that survey and sending it back to Nicole as soon as possible.

As a final note, I want to welcome the new manager of NSC's Transportation Safety Group, Deborah Trombley, who serves as ATSIP Executive Director, and the new Director of the Transportation Safety Group, John Ulczycki. Both were at our January Executive Board meeting and are welcome additions to our team.

I look forward to seeing you all in Buffalo at this year's Forum.

Bob Scopatz, 2004/2005 President, [bscopatz@data-nexus.com](mailto:bscopatz@data-nexus.com)

### Thoughts on Ted Dudzik – Neil Boot

Sometime ago, I read that it was improper to modify the word "unique", a fancy word for "one-of-a-kind" with the word "very." I guess you can't be "very one-of-a-kind." I disagree. Every now and then, if you're lucky, you encounter someone who is very unique. Ted Dudzik was such a person. He was a talented man, high spirited, and bright. He spent a lifetime in the service of his fellow man. Those of us who worked with him at the National Safety Council were truly blessed to have met and worked with Ted. He was married for 55 wonderful years to Edna, his adoring wife, the life partner whose strength and presence brought him the peace of mind that very few of us are lucky enough to experience.

Ted and I first met when we were taking law enforcement courses at a local college in Indiana. He was the Chief of Detectives for the Whiting, Indiana Police Department and I was a Sergeant with the Chicago Police Department. He retired from the police department and started a second career with the National Safety Council. I began work at the Council about five years later. I can't begin to tell you how much I learned about records management from Ted. Ted's ability to discuss basic records concepts with police officers and traffic engineers all across rural America was something to see. Large police departments didn't need the kind of help that Ted could provide. It was the small police departments that came to rely on Ted to help them develop simple, easily manageable traffic records systems that didn't strain budgets or manpower--records systems that would allow a chief in a small department to provide reports to the mayor, city council members or the press on crime or traffic conditions in their towns with a minimum amount of effort. Ted always said that records could speak to you but only if you knew how to listen. Those in the profession of gathering records recognize that statement as the essence of keeping records.

It was Ted's vast knowledge of records systems that made him such a valuable member of the Traffic Records Committee (now known as the Association of Transportation Safety Information Professionals). But beyond that, it was his ability to bring together collectors and users of traffic records. Police, traffic engineers, license officials, and others all had different needs and requirements. But Ted would make them see their cooperation was essential if needless traffic deaths and injuries were to be reduced. It was in this spirit that the Traffic Records Committee went from a small cadre of interested people to nearly total participation of all state traffic records creators and users.

Not many of us will have a life like Ted's. He was a personal friend of Colonel Harlan Sanders of Kentucky Fried Chicken fame. He served his country as a Marine, his hometown as a police officer and the nation by helping to identify the who, what, where, when, why and how of traffic accidents and the countermeasures necessary to curtail senseless deaths and injuries from motor vehicle crashes.

Those of us who knew Ted will miss him greatly but he led his life with joy in his heart, and a big grin on his face. His joy in life and his good humor was infectious. If he were present today he would say to Edna and to us, be happy, I had a great run.

### ComCARE Alliance: The Focus on Telematics – Katie Acuff

Since motor vehicle crashes are the leading cause of death for Americans ages between 3 and 33 years, ensuring that appropriate medical care is delivered rapidly is of great concern. Today, telecommunications, automotive and location technologies are converging to allow automatic notification to emergency response agencies as soon as a vehicle is involved in a serious accident. Telematics systems have been deployed in both the consumer and automobile industry (eg, OnStar, ATX, TeleAid), and in the commercial trucking industry (eg, Qualcomm, Delphi, DICE).

The safety value of consumer telematics lies in the technology's ability to provide real-time notice, location, and, in some cases, crash data about an incident. When activated, an Automatic Crash Notification (ACN) system in the car contacts a specially trained operator who assesses the nature of the call and determines whether public emergency responders are required, and if so, calls the appropriate responders and orally relays the information gathered. Advanced versions of this ACN technology will not only identify the location of the crash victim, but also relay information about the severity of the crash (e.g. delta velocity, direction of force, roll over, type of car), which in turn allows the prediction of serious injury to be shared in real time with the dispatchers and EMS before the patient receives on scene care, or is transported. This information can be sent in real-time to notify 9-1-1, EMS, the closest emergency department, and the closest trauma center of the crash and its severity. Notification of the crash could also be simultaneously sent to transportation agencies.

In addition to the consumer automobile market, commercial HAZMAT trucking fleets are also increasingly outfitted with telematics systems that are being used to communicate data about the truck's position and status with equipment designed for fleet management and inventory control purposes. While most commercial telematics devices do not include ACN devices to automatically call for help when there is a crash, many do have Mayday panic buttons, and all have data communications. Connecting this information with the shipper's electronic bill of lading that lists the contents and quantity of what a truck is carrying provides exactly the information responders need for rapid and efficient action. The commercial telematics service provider can know when a HAZMAT truck is in trouble, and then forward to agencies where it is, what it is carrying, who owns it, and other relevant information. Forwarding this critical information to emergency responders will greatly increase response and clean-up times of HAZMAT incidents, while also helping to protect those responding<sup>1</sup>.

Both commercial and consumer telematics systems are equally valuable for reporting and responding to non-crash emergencies, from criminal events to heart attacks, and not just for those in the car with the device. Indeed, these far outnumber fatal car crashes – just as emergency telematics calls using Mayday emergency buttons far outnumber ACN events. In all these cases, there will be a benefit by faster and more accurate response stemming from automatic location.

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<sup>1</sup> Bass, McGinnis, Miyahira, and Potter. "Surveying Emerging Trends in Emergency-related Information Delivery for the EMS Profession", *Topics in Emergency Medicine* Vol. 26, No. 2, pp. 94-95

Leading automobile manufacturers and Telematic Service Providers (TSP's) have devoted significant time and resources to working with the emergency response communities to develop their products, procedures, and data offerings in ways that are most useful. The telematics industry continues to grow, as has been demonstrated recently by General Motors' announcement that beginning in 2007, the OnStar service will standard equipment on all retail vehicles.

The ComCARE Alliance is proud to have worked with these leaders and supported the development and implementation of data standards and technologies that will make these technologies more available and effective. ComCARE's members believe the convergence of new and existing telecommunications, information, telematics, and automotive technologies will enhance the safety and security of Americans. ComCARE is a national non-profit coalition dedicated to advancing emergency response that represents 100 organizations of physicians, 9-1-1, fire services, emergency medical services, law enforcement, nurses, hospitals, emergency medical technicians, public safety communications, transportation, public health, wireless, academia, automobiles, emergency response technology, telematics, consumers, and others. We encourage cooperation across professional, jurisdictional and geographic lines, seeking to improve effectiveness by breaking down the walls that separate government, the public, private industry, and emergency professions. We promote the adoption of modern, interoperable emergency systems and the development of new procedures, training and tools to maximize their value for emergency responders. See [www.comcare.org](http://www.comcare.org) or email [media@comcare.org](mailto:media@comcare.org) for more information.

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### **FMCSA Offers Comprehensive Crash Data Collection to the States – Betsy Benkowski**

The Federal Motor Carrier Safety Administration (FMCSA) is committed to working with the States to improve both quality and comprehensiveness in the collection and reporting of data on commercial motor vehicle crashes. Accordingly, FMCSA is sponsoring a training class on the proper collection of the data elements it records for eligible large truck and bus crashes. Invitations have been extended to State and local law enforcement officers, commercial motor vehicle inspection authorities, crash reconstructionists, crash investigation trainers, and the developers and users of State Department of Transportation accident records. Thus far, since its inception in August 2002, nearly 550 safety officials in 7 States have attended FMCSA's Crash Data Collection Training.

The Crash Data Collection Training class, delivered in a one-day session, is offered at a convenient location in each State. To ensure the greatest benefit, the class uses materials that are customized to the State's crash reporting methods, while incorporating all of FMCSA's SAFETYNET and National Governors' Association (NGA) recommended data elements for recording crashes that involve large trucks and buses.

The class comprises five lessons. Lesson 1 provides a detailed review of the crash selection process and incorporates both new and existing terminology needed for data consistency. Lesson 2 uses photographs to illustrate both typical and unusual vehicle configurations and cargo body types and includes a detailed examination of the calculation and recording of GVWR and GCWR. Lesson 3,

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which discusses the importance of obtaining the correct motor carrier information to provide accurate records for FMCSA's safety activities, includes a review of a step-by-step approach for locating and recording the information from available documents and resources. Lesson 4 uses photographs to illustrate collisions with fixed objects and clarifies how to determine the entire sequence of events, the first harmful event, and the most severe injury- or damage producing events. Lesson 5 reviews the classes of hazardous materials, placard requirements, and quantity reporting procedures.

Along with the actual classroom training, collateral support materials have been developed for distribution to participants: a reference workbook that includes all the materials covered in the classroom, as well as case exercises that demonstrate application of the training, using the State's Police Accident Report (PAR) fields. The participating States are also provided with "Pocket Guides" for use in the field as a quick reference in addressing questions related to Selection Criteria, Motor Carrier Identification, Vehicle Configuration, and Cargo Body Type.

FMCSA's Crash Data Collection Training program was announced at the June 2004 meeting of the Commercial Vehicle Safety Alliance (CVSA), and the training materials were displayed at the National Safety Council's Traffic Records Forum in July. Response from the States has been overwhelming. Training sessions have been scheduled through February 2005, and more States are expressing interest almost daily. Also, an effort to reach supervisors and trainers in the States' law enforcement offices has been successful. For example, an extended class (one and a half days) was recently given in Minnesota, to prepare the State's own trainers to teach future classes in Minnesota. A similar session was held in California in November. This "train-the-trainer" approach should expand the reach of the training class exponentially, so that many more safety officials can be trained than would otherwise be possible.

For more information on FMCSA's Crash Data Collection Training, contact Ms. Betsy Benkowski, FMCSA Analysis Division (MC-RIA), at 202-366-5387 or [betsy.benkowski@fmcsa.dot.gov](mailto:betsy.benkowski@fmcsa.dot.gov).

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### **The NCHRP TransXML Study – Mary Beth Leaf, AASHTO**

The NCHRP TransXML Study has posted the initial draft of UML models for Crash Records and Highway Safety Analysis Information in the Safety Working Group Documents Area of the TransXML website (<http://www.transxml.com/>). There is also a spreadsheet showing which items in the AASHTO TSIMS proposed data dictionary are covered by the current UML models. Careful review of these models by all Safety data professionals would be greatly appreciated. Comments must be submitted by March 18, 2005, and should be posted in the Safety Working Group Forum area. Keeping to this schedule will allow for another round of review and revision prior to XML encoding.

If more time is needed, or there are questions, please send an email to [transxml@camsys.com](mailto:transxml@camsys.com), with "Safety UML" in the subject line.

## The 2005 Traffic Records Forum- Adams Mark Buffalo Niagara – July 31 –August 4, 2005

### Registration will open April 1<sup>st</sup>!

The Registration Brochure will be going to the printer shortly and we anticipate our mailing date to be the second week of April. A pdf version of the brochure and the Online Registration Page will be available April 1, 2005. You will notice that this year's brochure is a little different. It includes more basic information about the Forum, the Exhibit Booths, and introduces the new Sponsorship opportunities that are available. It was very important to include this type of information because the brochure will be introducing the Forum to over 1000 new potential attendees and vendors. The additional list was compiled from a variety of sources, including extensive internet searches and contributions from ATSIP members.

There is also a new feature – a Schedule At A Glance. We hope this snapshot of the Forum schedule helps you plan your trip and your daily activities. Any changes to the schedule will be reflected on the Forum Webpages.

### The Forum Webpages – A Great Resource for Forum Information

This year we have been working hard to keep our audience informed on all the aspects of the Forum. The pages are continuously updated with the latest information and will be expanding shortly with the addition of detailed Program information. Pages include Registration, Call for Presentations, Best Practices & Awards, Program Information, Sponsorship Information, Exhibitor Information, Forum Discounts, Schedule, Our Location, and Things to Do in Buffalo.

### The Program and Sponsorships

Tom Steele, the ATSIP Board and staff have been working very hard to bring together an exciting and informative Program for all of our attendees. The Session and abstracts will be posted on the web during the next month. Any one who has ever served as a Program Chair knows that the Forum Program is always changing and practically has a life of its own! We will continue to accept submissions to ensure that the Program is full of valuable information and to fill any voids created by cancellations. We are working very closely with several major companies for sponsorship of special activities.

### What is there to do in Buffalo?

When the site visit was made, it was discovered just how much Buffalo has to offer visitors.

- Niagara Falls is 20 minutes away – Remember that there are 2 sides – the US side and the Canadian side. There are also a lot of activities in the immediate vicinity of the Falls.
- Albright-Knox Art Gallery
- Aquarium of Niagara - Niagara, NY
- Buffalo and Erie County Naval and Military Park
- Buffalo Bisons - Minor League Baseball at Dunn Tire Park - The Buffalo Bisons will be playing at Dunn Tire Park July 29, 30, 31, August 1, and 2.
- Buffalo Museum of Science

- Buffalo Philharmonic Orchestra
- Buffalo Underground Railroad Site
- Buffalo Zoo
- Greater Buffalo Sports Hall of Fame
- HSBC Arena - Venue for Shows and Sporting Events
- Lancaster Motorsports - Various Racing Events
- Martins Fantasy Island - Grand Island, NY
- Merrittville Speedway - Various Racing Events in Canada
- Midway Park - Maple Springs, NY
- Shea's Performing Arts Center
- Six Flags - Darien Center, NY
- Theodore Roosevelt Inaugural - National Historic Site

Links for these activities are on the Things to Do in Buffalo webpage. We recommend you contact the Buffalo Niagara Visitors and Convention Bureau for a copy of the 2005 Buffalo Niagara Official Visitors Guide by calling 1-800-BUFFALO (1-800-283-3256).

We hope that this years Forum is another record breaker!

In addition to the expanded Registration Brochure, the additional mailing to potential attendees and vendors, and the expanded website, we have been working to get information about the Forum into the hands of our audience. Links on a variety of related websites have been requested, an article has appeared in the FHWA Transporter, and Bernie Wagenblast's Transportation Communications Newsletter. The ATSIP website was also resubmitted to search engines this past January to increase our internet traffic. We will continue to market the Forum as opportunities arise!

### Planning for Future Forums

Forum planning is a lengthy process. It begins with a committee selecting target cities and ends when the final bills are paid months after the Forum ends. In the past, the site selection process started about 13 months before the event. In order to obtain better prospect properties, that time table has been accelerated. The 2007 Forum site selection began over 6 weeks ago and the 2008 cities will be selected by March 31, 2005.

Another positive change will be in the area of presentation submissions. Plans have already been made to make all future submissions online. The National Safety Council began using online Congress submission forms two years ago and has seen many advantages to this system. This will help our Program Chairs by eliminating many of the daunting administrative tasks involved in their position.

### NSC Staff

Harold and Andrea Thompson will still be on hand for the 2005 Forum, joining us from their new home in Arizona. They have run the Forum for several years and have continued to build the Forum's success. This will be the first Forum for the new Director of the Transportation Safety Group, John Ulczycki, and Deb Trombley, the new Manager of the Transportation Safety Group. Nicole Pappas joined Harold and Andrea last year in June and was able to attend her first Forum last year in Nashville. We hope that the event continues to thrive and we hope to see you in Buffalo!

### ATSIP Participation in Criminal Justice Coalition

Robyn Robertson and Herb Simpson, Traffic Injury Research Foundation, Canada.

The Traffic Injury Research Foundation (TIRF) is hosting the 2<sup>nd</sup> Annual meeting of the Working Group on DWI System Improvements in Orlando, Florida on April 10-12, 2005. This coalition of criminal justice professionals was formed in late 2003 by TIRF in partnership with the American Judges Association, the American Probation and Parole Association, the National Traffic Law Center of the American Prosecutors Research Institute, and with assistance from the Highway Safety Committee of the International Association of Chiefs of Police.

The Working Group is designed to encourage greater communication and cooperation among justice professionals, and advance the priority recommendations contained in a comprehensive series of reports produced by TIRF entitled "DWI System Improvements for Dealing with Hard Core Drinking Drivers". These reports identify priority problems in the criminal DWI system and recommend practical solutions based on the experiences of several thousand front-line professionals. Key recommendations address the following areas: communication and cooperation, training and education, technology, records, legislation, and resources. These reports were later summarized in a brief report entitled "DWI System Improvements: Stopping the Revolving Door", which forms the foundation of Working Group activities and emphasizes the high level of consensus that exists among criminal justice professionals regarding system problems and solutions. (Copies of these reports are available electronically at [www.trafficinjuryresearch.com](http://www.trafficinjuryresearch.com)).

The Working Group is dedicated to reforming the DWI system to improve its efficiency and effectiveness for dealing with hard core drinking drivers. Their goals are three-fold: to identify priority initiatives for improving the efficiency and effectiveness of the DWI system; to develop an action plan for implementing these initiatives; and, to encourage the appropriate agencies to act upon this plan. Representatives from 14 leading criminal justice organizations participate in the 18 member coalition and represent police, prosecutors, judges and supervision professionals across the country. Organizations represented on the *Working Group* include:

- American Judges Association
- American Probation and Parole Association
- California District Attorneys Association
- Highway Safety Committee of the International Association of Chiefs of Police
- Institute of Police Technology and Management
- National Association of Prosecutor Coordinators
- National Association of State Alcohol and Drug Abuse Directors
- National Association of State Judicial Educators
- National Center for State Courts
- National Criminal Justice Association
- National Institute of Corrections
- National District Attorneys Association
- National Judicial College

- National Traffic Law Center of the American Prosecutors Research Institute
- State/ Provincial Police Directorate of the International Association of Chiefs of Police

To broaden the expertise of the Working Group, other organizations with a vested interest in impaired driving are also invited to participate in Working Group meetings. These organizations include:

- Association of Transportation Safety Information Professionals
- Center for Substance Abuse Treatment
- Council of State Governments
- Governors' Highway Safety Association
- Journal of Offender Monitoring
- National Highway Traffic Safety Administration
- National Institute of Alcohol Abuse and Alcoholism
- National Institute of Justice

At the first annual meeting of the Working Group, held last March in Orlando, ATSIP president Bob Scopatz provided criminal justice professionals with an overview of recent and ongoing records initiatives that address many of the problems relating to the accessibility, consistency, timeliness, accuracy, and availability of records. Bob also facilitated discussions in the area of traffic records and served as an excellent source of information for criminal justice professionals. (Proceedings from this meeting are available electronically at:

[http://www.trafficinjuryresearch.com/DWI\\_systemImprovements/dwi\\_system.cfm](http://www.trafficinjuryresearch.com/DWI_systemImprovements/dwi_system.cfm)).

This year, Jim Davis will serve as a moderator for a panel session on information systems that will feature presentations on shared information and enterprise architecture and an integrated DWI information tracking system in Tennessee. Jim will also provide an update of ATSIP activities and improvements in the area of records in the past year. The expertise ATSIP brings to this system-wide initiative has informed and enlightened justice professionals and clearly illustrates the need to foster communication and cooperation among all segments of the DWI system.

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### **Have you taken the ATSIP Member Survey Yet?**

Recently, ATSIP members were sent either an email or a postcard asking them to take a survey about their ATSIP membership. The results of the survey will help the ATSIP Board to work toward improving ATSIP and providing what the needs of the members. The survey is short (13 questions) and should only take a few minutes of your time. Please help us collect this valuable information on how to serve you better!

To obtain the survey link, please email Nicole Pappas at [pappasn@nsc.org](mailto:pappasn@nsc.org).