

Welcome and Introductions / Updates

Joanne Tinker called to order the meeting of the Statewide Traffic Records Coordinating Committee at 9:30 a.m. on Thursday, January 22nd, 2015, In-Trans, Ames, IA.

The acting commissioner of the Iowa Department of Public Safety is Roxanne Ryan.

Pat Hoye retired from State Patrol is now with the Governor's Traffic Safety Bureau.

This will be Mike Ring's last meeting with us. He is retiring.

Art Fleener has accepted another position within our department he is the Hazardous Material Coordinator for our service center for the mid-west.

Federal Partner Updates and Reports

NHTSA-related federal update – Dean Scott

NHTSA has a new administrator and it is Mark Rosekind.

We are looking forward to continuing on with the interim progress reports. The new form is out.

We are looking at continuing with the intersection data.

Will be setting with Joanne looking at a new project and trying to get it qualified.

We are excited about getting these projects going.

FHWA Data-Driven Safety Analysis Initiative – Jerry Roche

Update on the office: Our office of twenty people is now down to five positions.

Lubin Quinones retiring at the end of the month.

Max Grogg took a job with headquarters will work on the pavement and technology team.

Becky Hiatt retired at the end of the year.

If you need anything from our office please contact me.

We are on the third round of these initiatives. They are to take improvement, initiatives and innovations and accelerate their delivery.

Iowa has adopted ten initiatives over all. We now have eleven new ones to be added. One of them is the Data-Driven Safety Analysis. AASHTO (American Association of State Highway and Transportation Officials) recommended this one.

What is it? It is actually the application of two science based analysis.

- Systemic safety approach.
- Predictive approach.

Systemic process talks about system wide screening of your whole network. Take a close look at your data to determine what is important and what is not. Some of the data being looked at are:

- Rural Crashes
- Local Crashes
- Specific types of crashes. (Ex. Pedestrian, Curve, Median, etc.)
- Common features with in a search.

Example; High tension cable in medians. (Data reviewed).

- Median width.
- Traffic volume.
- Number of lanes.
- Presents of interchanges.
- Merging and diverging.

Predictive process predicts or estimates the kind of safety experience we will have or safety performance.

It has been used in the past in;

- Traffic roads.
- Traffic operation.
- Environmental impact.

It all points back to the “The Highway Safety Manual” and is great for evaluating highway safety. It was a 10 year effort we just had the first version supplement adding the freeways and interchange section.

Money Ball trailer was watched. This illustrated how both Systemic and Predictive works in order to help us make more informed decisions.

Shared safety studies done with other participating states. Colorado, Illinois and Ohio,

Reviewed case studies from the Minnesota DOT. (Curve ATP, Curve Radius, Curve visual traps and Crashes on curves).

Using this it may you help to make decisions in the future and may reduce cost.

Our Key Message; More informed decision making will lead to better targeted investments in which will result in fewer fatal and seriously injured crashes.

Shirley McGuire – IDOT

We use crash data to determine which trucking companies we do audits on. Under our current system crash preventability is not a factor, so a company with 10 crashes that are their fault are treated the same as a company that has 10 crashes that are not their fault. We are trying to look at a way that we could use existing crash data in FARS and our own system to determine preventability. There will be a federal notice register requesting comments. Also, we have found some problems: Officers are reluctant to put the real causation on the reports. Data is not being captured and the data is not being complete. I will have more information later this month or in February.

Rollout of Revised Crash Form – Dot Trotter and Josh Halterman

Josh Halterman

We did successfully roll out the new crash reports on TraCS to all agencies two weeks ahead of the January 1st deadline.

To date we have had 3292 crashes sent into our central server. Out of that number we have submitted over to the APS system 2200 of them. We continue to transmit as many as we can.

We have identified some validation issues that we want to add in. We have identified a few things we want to change. We did have some issues with transmitting for the first couple of weeks and that is why we are so far behind on getting them submitted over to APS.

Dot Trotter

We had to go through extensive testing. Bringing in TraCS and having APS (Accident Processing System) try to combine the information being received. We tested in Development mode and found issues and got those issues fixed. Then testing moves into another phase called Pre-Prod. We found those things that were broke and fixed in Development were not broke again in Pre-Prod. Once we were in Pre-Prod we are committed we cannot pull out at this point when things do not gel out the way you want them to. We knew we had some issues and the major ones we had fixed. The issues we then had in Production looked like those we had in Development. The fixes didn't quite stick. We then learned we couldn't test every single phase. We are getting them in now and we are testing as we are getting them submitted in to us. We are testing the entire process.

Contacting the agencies. We were at the Governor's Traffic Safety Conference. We were at the TraCS user meeting. I even worked from a list of all the paper agencies. Submitting an email or a letter including the new report form. We are still getting requests for the new form. We are returning the old forms back to agencies.

Soon we can start to focus where trouble area are. We can point them to the new manual. With Josh we are working to get the manual into TraCS. The next phase will be to look at problem areas and how do we get training out to those who need it the most.

Last change in the accident report was in 1999. What is different now? We have ARTS, Vehicle Services information (plates, titles and registration) and Driver Services (driving records). The accident process was all by itself and not incorporated with any other process. This makes for a very big system and integrated so tightly. We have come a long ways!

Traffic Safety Data Analysis Site - Michael Pawlovich

Traffic Safety Data and Analysis Site: <http://www.iowadot.gov/tsda/>

The site has been out there and advertised. I continue to add topics to the point that I am starting to think we may want to add sub topics. I am talking to the web team about adding charts to into it. Adding counts and shape files. Discussed applications of the information and uses.

It would be nice to get non crash related stuff out there. Such as summary citations or EMS. Driver or vehicle information. County summaries or city summaries.

Started discussion with Dennis about putting the crash data out there.

Roadway data available.

I have been working with Brad Cutler our GIS person to do safety GIS portal.

I am moving forward with the web analysis tool that should hopefully be published next week.

We welcome suggestions.

Lots of good discussion about the site.

2015 Traffic Records Assessment – Joanne Tinker

Handout attached.

The last one was done in April 2011. It is a NHTS requirement every five years to have one completed.

We must have it completed and filed with NHTS in July 2016. So our office continues to receive the 405(c) funding. Time frame is August 31st 2015 through December 10th 2015.

The assessment has 391 questions and this group gets to answer them. Injury surveillance has 123 questions.

The questions are answered electronically.

We have the questions already. We can send the questions out and get started on them. We cannot submit anything until September 1st.

The light green color on the chart indicates when the system is open for us to send and submit the information.

The pink color is when the assessors will look at the questions to evaluate.

Let's do a good job the first time around because if the assessors do not like or have an issue with an answer or information we will have it returned to answer a second time.

Responses to the questions will be in writing and in detail.

§405(c) – Applications and Reporting – Sandy Bennett and Joanne Tinker

We are just barely at the end of our fourth month of the current program year. It is time to think about the next program year. I will be sending out the applications. This year they are needed to be returned by the end of February. This is the same time that all of the rest of our applications are due.

The application form is pretty much the same as it was a year ago.

Reminder the quarterly reports are due the on the 15th of the month, at the end of each quarter.

The information gathered from them Joanne uses them to complete the interim progress report.

Reminder keep on top of your expenses. As your expenses are paid for you have 90 days to send us a claim. Any expenses incurred June and prior have to be submitted by August 15th and your final claim is due by November 15th.

Conference is April 28-29 in Altoona at the Prairie Meadows Events & Conference Center.

Nomination forms for Commissioners Award have been sent out. If you did not receive one of them Joanne has extra copies or you can get them off of the web site or email me and I will send one to you. The dead line for nominations is February 6th.

The Importance of Data in Re: to GTSB Goals and Program Evaluation – Pat Hoye and Joanne Tinker

Goals set for 2015

We are trying to take a look at the priorities that we can set.

In December we sat down as group and did the peer exchange with five other states with the Zero Fatalities campaign which was very helpful.

We at GTSB have standards. NHTSA will layout guidelines of where we should be. We ask the question “Are we there?” If so, how did we get there and how are we going to stay there? If we are not there how are we going to change? NHTSA has set a standard for seatbelt at 90%. Iowa comes in at 93%.

We have put together a plan and we will begin to share with our grantees things that will make a difference in continue to drive down fatalities. I will be talking about this at the conference.

High 5 program (seatbelts). Looking at high crash rates and low seatbelt compliance. This has been highly successful resulting in a 30% increase in seatbelt usage since we have started and 20% reduction in crashes. This effects five counties and we are successful in those counties.

I sat down with the State Patrol and they will be sitting down with their district commanders and they are going to highlight the low seatbelt compliance county in their district.

Alcohol or drunk driving is being replace by impaired driving. Just last month the prosecuting attorneys brought in 37 prosecutors and they trained them on how to prosecute. There will be more training for the officers to better equip them in evaluating impairment. We are looking at doing a pilot with the MDE at the scales.

Maryland is come up with a new program. They are going back after the crash to find out where the driver was drinking last at. If they determine where that was then they would send the establishment an information letter. If the same establishment has three crashes enforcement is showing up right outside their bar and doing sobriety tests.

Highest crash dates in the state of Iowa. The highest crash date was Father’s Day. We will have a segment of high visibility of enforcement. We will be doing a media release also.

Distracted driving. There is a legislative bill House File 25. Hand free driving. An Illinois state trooper will be testifying before the House Committee.

Even if you have great data it is not doing you any good if you’re are not sharing the data.

Occupational Fatalities Related to Motorized Roadway Crashes – Kathy Leinenkugel

Handout attached.

Looked to see how we ranked.

We do have some issues and they are very protected by not allowing access to any identified data or specific. We only get the summary and what they release drill down data at this point.

Looking at a subset of the transportation fatalities. Transportation includes the tractor rollover in the field, the ATV's in the field and anything off road as well as on road.

Roadway Incidents Involving Motorized Land Vehicles. Iowa ranked 40th with a percentage of 33% in 2012.

Those states that have been involved with Zero Fatalities longer than us have shown a lower percentage and have a better ranking than the states than those that haven't participated in Zero Fatalities for very long.

Iowa numbers and rates when comparing against the US our numbers are always higher and our rates are higher also. That is based on the number of work related fatalities and the number of registered drivers.

The green shaded areas are those that have numbers less than Iowa and those shaded in pink have number greater than Iowa. Those states that have been a part of the Zero Fatalities are shaded in green and have less than Iowa. Their rates are better.

I have rates for those with full time job and also those with all jobs. (People that work a full time job along with a part time job.) With this it does cause the numbers to be slightly higher. Those shaded in green have rates less than Iowa and those in pink have a higher rate than Iowa.

I would love to hear back from any of you on this and if you have any ideas on ways to improve it. I am looking to present it to our work group and on to the national level.

Jill France, Bureau Chief of Health and Statistics has retired at the end of the year and here replacement is Melissa Bird.

The data warehouse has a new manager Betsy Richey.

Barb Nervig retired.

The server that our web pages are on could die at any time and after July 1 the web page will no longer be supported. Once they convert the web page from the old server to the new server all our URL's are going to change and all the old URL's will no longer work. Hopefully you will get a redirect. You may have to email us to find the information you're needing.

Public Opinion Toward an All Passenger Seat Belt Law in Iowa – Michelle Reyes

Handout attached.

Currently Iowa law does not require adults, in the rear seat of a vehicle, to use seatbelts.

We did the policy analysis that included the literature review.

We also did a policy analysis of other states seat belt laws.

Along with our work with the GDL (Graduated Driver's Licenses) and trying to speak with legislatures we knew we would need data of what Iowans thought. So we surveyed across the entire state almost 1100 people, to get their perspectives.

Background research, analysis data and information;

- Seatbelts save lives.
- Front seat belts reduce the risk of a fatality by about 45%.
- Rear seatbelts are even more effective.
- Most passenger vehicles it is about 60%.
- Light truck, van or utility vehicle it is about 70%.
- Vehicle rollover case they are 75%-90% effective at reducing fatal injuries.
- Safety advances for the occupants in the rear seats of vehicles have not kept pace as for those in the front.
- Vehicle 2007 or newer the rear seat is no longer the safest place for an adult.
- Seatbelts not only reduce injury for the occupant who's wearing them but also for all occupants in the vehicle.
- Rear seat passenger, you are 2.7% times more likely to be killed in a crash if you are not belted. However those that are in the vehicle with you are, even if they are belted, have about 5 times the risk of death and twice the amount risk of injury.
- Those not belted become a projectile in a crash.
- 21 states have no enforcement for the rear seats.
- Every state except New Hampshire has a seat belt law for the occupants of the front seat.
- National seat belt trends have been naturally rising. Iowa seems to have topped out at 93%.

Fatal crash data by occupant position;

- Drivers, 50% failed use that suffered fatal injuries.
- Front seat passengers were slightly higher. Most of it is attributed to gender. If a male and female are in the car most likely the male would be driving.

Reviewed charts showing counts (data was from 2001-2013). Fatal counts were higher for those not wearing a seatbelt or someone in the vehicle not belted.

- 128 rear seat fatalities and only 15% were belted. There were 50 ejections and not one of them were belted.
- We looked at alcohol, drug impaired, medicine involvement and then age.
- We also broke it down from single vehicle and multivehicle.
- Single vehicle accidents 4 of the 55 fatalities were belted. 60% of the 55 were where the ejections were counted.
- 316 single vehicle accidents that involved major injuries for the rear seat occupant 56% of them were under the age of 25.

Opinion survey;

- Survey was conducted October 3rd 2013 to November 6th 2013.
 - The phone interview, from start to finished, averaged five minutes.
 - We attempted almost 11000 numbers.
 - We had 40% participate.
 - We did a 30% cellular and 70% landline.
 - We did 1077 interviews.
 - Every county had someone interviewed.
 - They were asked about their seatbelt use.
 - When they wear a seatbelt?
 - Why they don't wear their seatbelt?
 - Asked their opinion of changing the law.
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- Asked to rate when they were in the front seat. (Always, Mostly, Seldom)
 - It is weighted by gender and age.
 - Over 85% said that they always were a seat belt while they are in the front seat.
 - We then asked then why do you not always wear a seatbelt while you are in the back seat? (This was the only free response we had in the survey).
 - Most common response was; it is not comfortable. There is not enough room.
 - It is not the law. This is the piece we would use for enforcement.
 - They feel it is not important. It is not needed.
 - "If it were so much safer then wouldn't it be the law."
 - My favorite of all responses was; "There is nothing saying I have to and there is really no point. If there is a front collision the people in front of me will stop me."

- If it was the law would they were it more often? We got an 80% across all population levels that if it was the law they would.

If this was the law and seatbelts are 60% effective in the back seat and 80% of people use them and with a law change. That would give us a 48% reduction. Which with about 13 back seat fatalities a year would give us about 6 lives saved. This is just for back seat occupants and not taking into effect the additional benefits to all other occupants in the vehicle.

Roundtables

Katrina Altenhofen: Addressed the two sets of assessments. We have reached out to the federal registrars. The dates are April 27th to the 29th.

Terry Smith: We are in the process of releasing the EMS child registries.

Mike Ring: Thank you to all of you. I will miss you. I heard that, the car manufactures are saying that they expect us to have zero fatalities by the year 2020. I thought WOW! That's pretty good. This is the same goal we have. (Discussion ensued).

Jerry Roche: I will mention one thing on the FARS system has added some new features. One of them is roadway ownership.

Zach Hans: Keith Knapp apologizes for not making it here today. The local SafetyNet liaison is Tom Stoner.

Neal Hawkins: We are working with the DOT and have established the Traffic Operations Laboratory. We have fiber feed from the DOT and we have all their cameras and every sensor. Any piece of operational information they have we have. We have access to third party data. For example: every vehicle speed every minute, on every road. What can we do with all this data?

Dean Scott: NHTSA and FARS data is available for 2013. I will be working on the 2015 ranking and it is a conglomerate of all areas of traffic safety and where Iowa ranks in each one of the categories.

Max Christensen: We have a pilot project with school buses here in Iowa. Where we mount very bright red led lights at the bumper level on the rear and in the front. No data is available yet, but talking to the transportation directors in the four districts they are reporting very definite reduction in pass by's. We are working with Durham School Services. They have installed corner cameras on their buses.

Michelle Reyes: THANK YOU to Michael for getting me the 2013 crash data.

Pat Hoye: Dennis and I will be sitting down to go through the 2013 FARS data. We will do a sit down and go through every single fatality. By taking notes as we go I can get a clearer picture of what happened in those fatalities.

Sandy Bennett: Just a reminder that a notice will be sent out about the conference. It may be sent out by Cinnamon Weinman. Watch for it.

Chris Poole: We're beginning to embrace the philosophy of Data-Driven Safety Analysis. We are holding a peer review where we have invited experts from around the U.S. Federal highway folks as well as folks from Minnesota, Missouri and Kentucky. We will have a big group discussion and come up with ideas on how to change the format of our program and how we select projects and how we will distribute our funding among the districts. February 10th is when we will be meeting. If you haven't received an invite and are interested please let me know.

Jim George: We were one of the counties that had a systemic evaluation that Keith Knapp worked on. It identified our curves, intersections and segments. I will be taking the study that Keith provided to justify a necessary condemnation, to do these curbs and segments. These studies do have an impact.

Kathy McLear: Kim Snook could not be here but she wanted to praise Michelle on her Seat Belt presentation.

Josh Halterman: For the month of December we had a new high percentage for crash reports coming into the DOT through TRaCS, 97%.

We have a request for two new employees. Which will help us to continue to expand TRaCS and MACH use throughout the state.

We have received some preliminary citation data. In 2013 65.2% of the citations in the state were done through TRaCS. In 2014 we were almost at 74%.

Adam Buck: In the patrol we are going to start holding in the spring captains and lieutenants state wide meeting in conjunction with GTSB annual conference. That way we will have all captains and lieutenants in the state attending the conference. We will continue to make sure our safety education officers are also engaged in that conference.

We look forward to reaching out to county engineers around the state.

Steve Gent: We are really trying to push out adaptive traffic signals. We are going to put two to three million dollars a year into this. We have hired some consultants to help get the systems engineered.

We are doing a pilot project right now, here in Des Moines. It is on SE 14th from the Capital to the bypass. It will help traffic flow and reduce crashes.

Automated traffic enforcement, there are six cities in Iowa that have systems on the primary highway system and two on the local system. They submit annual reports to us. We have been spending a lot of time evaluating them.

Another Zero Fatalities media campaign will start soon.

Thank you everyone who attended and participated.

*Many participated and commented. Not all information captured.

Save the Date:

April 28 – 29, 2015 25th Annual Governor's Highway Traffic Safety Conference, Altoona, Iowa