

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

JUNE 21, 2024



Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

CHRIS CRAIG, TRAFFIC SAFETY ADMINISTRATOR

Meeting Notes Taken By:

CAMBRIDGE SYSTEMATICS, INC.

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OTHERS IN ATTENDANCE

Lakeisha White, FDOT

Michael Sarvis, FLHSMV

Willem de Greef, FDOT

MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Chris Craig, Florida Department of Transportation (FDOT), welcomed participants and thanked them for their attendance. He facilitated a round of introductions and provided an overview of the meeting's agenda items.

2024 STRATEGIC PLAN UPDATE

Chris Craig provided a status update for the process to update the 2024 Strategic Plan that must be submitted with the Executive Board's approval as part of the Fiscal Year (FY) 2025 Annual Grant Application (AGA). He thanked the data system owners for providing updates to their respective Action Steps and reminded the owners still compiling their updates to send to FDOT as soon as possible. He said that once all the data system owners made their updates to the Action Plan, the full 2024 Strategic Plan Update would be sent to the Executive Board for a virtual approval.

MARCH 2024 MEETING MINUTES

Chris said the March 2024 Meeting Minutes were unanimously approved virtually via email on May 13, 2024.

FY 2024 PROJECT UPDATES

CRASH AND UNIFORM TRAFFIC CITATION (UTC) DATA IMPROVEMENT: FLHSMV

Melissa Gonzalez, Florida Department of Highway Safety and Motor Vehicles (FLHSMV) presented an update on the Crash and UTC Data Improvement subgrant.

She reviewed the objectives for the UTC Data Improvement Subgrant.

Crash Objective 1- Establish a timeline for each remaining paper-submitting Law Enforcement Agency (LEA) to achieve full adoption of electronic crash reporting.

Melissa displayed a chart providing an overview of the status of LEAs transitioning from paper to electronic crash reporting. She said that of the remaining 19 agencies submitting paper crash reports, four agencies had successfully transitioned to fully adopting electronic crash reporting, three agencies have adopted electronic reporting and have scheduled go-live dates, three are in progress, three have items or software needs, and an additional four are slated for outreach. Melissa noted that the Memorandum of Understanding (MOU) for laptop distribution was approved on May 22nd. She said there are funds available to assist agencies in transitioning to electronic crash reporting and noted that the Florida Highway Patrol (FHP) also has equipment available such as rugged laptops, thermal printers, and car docking stations that are available to provide LEAs with a more complete e-crash solution. Because of this, universal mounting stations and power supplies for in-vehicle use would be the only items the subgrant would need to cover. Melissa said that next steps included continuing outreach, providing onboarding assistance, and purchasing laptop mounting stands.

Crash Objective 2 – Conduct four state-wide LEA Trainings on the importance of electronic crash reporting and data quality to improve crash data.

Melissa provided an update on Crash Objective 2. The training is intended to provide officers with an understanding of the e-crash reporting process, demonstrate how the data is used, and the role and impact that an officer has on data quality. She noted that part of this process includes enhanced documentation of the e-crash reporting system from end to end to refine understanding and clarify roles for officers and vendors throughout the process. She said

that curriculum topics have been finalized and provided tentative training details. The curriculum topics are as follows:

- › Electronic Crash Reporting Process
- › Parts of the FL Traffic Crash Report
Correcting Crash Report Errors
- › FARS Reporting: Process & Errors

The locations of the four trainings will be:

- › Tampa
- › Palm Beach
- › Jacksonville
- › Tallahassee

As venues are finalized more detailed information on the training will become available and distributed to agencies.

UTC Objective 3 – Identify and resolve duplicate credentials to improve uniformity of driver history data.

Melissa noted that all four part-time OPS record technicians' positions have been filled, and that there are 1.7 million duplicates to resolve. She said that 31,045 duplicates were resolved in the first quarter, 33,584 in the second quarter, and 23,363 were resolved in April and May. The total number of resolved duplicates is 87,992 with 1,113,000 remaining duplicates. There are two types of duplicates that come from new states on-boarding to the State to State (S2S) verification system and new customers being added to the system in real time. Melissa noted that that the number of duplicates will continue to increase as more states are on board. When Florida onboarded the S2S system there were 2.4 million duplicates. Since then, the S2S team has reduced the number of duplicates by over a million, in addition to reducing errors when the system cannot resolve duplicates. All states must go online with the S2S verification system by March 2025. Melissa also provided an update on the State Electronic Data Collection (SEDC) grant submission. The SEDC program provides grants to states to upgrade and standardize their crash data systems to ultimately enable full electronic data transfer to the National Highway Traffic Safety Administration (NHTSA).

Participants had the following questions and comments:

- Chris Craig asked if there had been any feedback on the SEDC grant from federal agencies?
 - No feedback has been received yet. Many other states submitted grant applications as well, including California and Rhode Island.
- Ben Jacobs, FDOT, asked if driver reports and self-reports will become part of the accessible database?
 - Self-reports will be and will handle PDFs better, however driver exchange of information is not received from self-reports.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT SUBGRANT: FLHSMV

Angela Lynn, FLHSMV, presented on the Driver and Vehicle Data Quality Improvement subgrant. As the subgrant manager, she discussed the subgrant objectives that include creating a project plan, developing performance measures, and identifying recommendations for the driver and vehicle data systems. She said the project plan was created in Quarter 1 (Q1) and that performance measures and their respective baselines, for most performance measures had been established.

Driver Data Sets

Angela discussed the completeness, timeliness, accuracy, and uniformity measures for the Driver Data sets being improved under this subgrant. She noted that the completeness, timeliness, and accuracy performance measures overlap, particularly due to overlap in the Driver History Record (DHR) and the State Pointer Exchange Services (SPEXS) data.

Uniformity

The percent of the American Association of Motor Vehicle Administrators (AAMVA) driver data elements present in the FLHSMV driver data system is the performance measure. 130 out of 145 of the elements have been reviewed. Once all 145 elements have been reviewed, a baseline uniformity score and target can be established.

Completeness

For the Driver History Record (DHR) driver data set, the percent of out of state surrender records is the performance measure, 0.83 percent is the baseline, and the target setting is pending 11 jurisdictions implementing S2S. After the S2S launch completeness is anticipated to be 86.45 percent. For the State Pointer Exchange System (SPEXS) data system the percent of valid records in "complete" status is the performance measure, with a baseline of 90.24 percent and a target of 93.24 percent. An additional completeness measure for the driver data sets is the reduction in the number of dispositions with an offense that has been disposed, but not returned to FLHSMV. Roughly 0.5 percent of all dispositions have not been returned to FLHSMV. The baseline for these performance measures is 99.49 percent with a target of 99.52 percent.

Timeliness

For the DHR data set, the length of time from driver license issuance to DHR receipt is the performance measure. The baseline is 110 days, and the target is pending additional S2S adoption. Timeliness is anticipated to be 4.9 seconds after the full adoption of S2S. For the SPEXS driver data set, the numbers of days in the SPEXS queue are the performance measure. Since the SPEXS system is still new, the team is waiting for the system to stabilize before committing to targets.

Accuracy

For the SPEXS data set, the percentage of valid records not in error status is the accuracy performance measure. The baseline for these measures is 91.16 percent, and the target is 94.16 percent

Vehicle Data Sets

Angela discussed the performances measures and their respective baselines and targets for the Vehicle Data sets that the Driver and Vehicle Data Quality Improvement Subgrant aims to enhance.

Accuracy

The percentage of title transactions where vehicles are within 50 percent of average weight or under 2,000 pounds is the performance measure. The baseline for this measure is 99.66 percent with a target of 99.58 percent. The team is tracking vehicle weight as electric vehicles may become more prevalent. Not having accurate vehicle weight data can increase roadway wear that is not anticipated or forecasted.

Completeness

The percentage of title transactions with a fuel type is the completeness measure. The baseline is 12.89 percent, and the target is 16.00 percent. Angela noted that retroactive decoding has improved fuel type completeness to 98.37 percent, far exceeding this measure's target. She noted that fuel type is important for disaster preparedness.

Participants had the following and comments:

- Melissa asked for additional clarity on the value of tracking vehicle weight and fuel type.
 - Larry Gowen, FLHSMV, noted that in addition to these measures' utility to roadway maintenance and disaster preparedness, this information is valuable for entities such as utilities where there may be increasing amounts of electric vehicle usage. This is also useful for emerging trends such as automated vehicles which have implications for the Model Minimum Uniform Crash Criteria (MUCC) guidance. The ability to analyze registration and titling to track emerging and alternative vehicle and fuel types helps prepare for a potential future where these differences are more prevalent.

FIELD DATA COLLECTION FOR NATIONAL EMERGENCY MEDICAL SERVICES INFORMATION SYSTEM (NEMSIS): FDOH

Brenda Clotfelter, Florida Department of Health (FDOH) gave an update on the Field Data Collection for National Emergency Medical Services Information System (NEMSIS) subgrant and associated objectives.

Completeness

Brenda said that 88 percent of Emergency Medical Services (EMS) agencies were submitting to the state incident level repository indicating a three percent increase from the previous TRCC meeting, which is on track to meet the 99 percent completeness objective by September 2024. She noted that there are only about 41 EMSTARS agencies in aggregate left. Additionally, 99 percent of EMS emergency run reports were submitted to the state repository, which is a one percent increase from the previous meeting. Despite this one percent increase, she emphasized that the increase or decrease percentage fluctuates from meeting to meeting due to smaller vendors being bought by larger vendors. The team participates in NEMSIS calls every month and are active participants in the National Association of State EMS Officials (NASEMSO). Luis Dominguez, FDOH, attended the national NASEMSO meeting in May. Overall, FDOH will be attending three face to face meetings and two virtual meetings. Additionally, the EMS Advisory Council Data Committee met three times this year.

Uniformity

Brenda said the team is focused on increasing the percent of EMS emergency run reports submitted in compliance with NEMSIS Version 3.5 to 80 percent by the end of the fiscal year. She said that there was an 8 percent increase bringing the percentage of EMS emergency run reports in compliance with NEMSIS 3.5 to 71.8 percent. Brenda noted that compliance is somewhat dependent on the software vendors, 11 of which can submit to Version 3.5. The way that the vendors roll out compliance can play a role as well.

Uniformity/Accuracy

Brenda noted that monthly updates to the state data set for the Florida Data Dictionary are being conducted and that the current business rules and changes for updating the Florida Data Dictionary for NEMSIS 3.5.1 are under review. She said that as there is more mature data analysis, the narrative section becomes more important as does narrowing search criteria. Because of this the state datasets, medications and procedures best practices are updated monthly. She noted that this objective was made when NEMSIS 3.5.1 was thought to be finalized, but there are other changes that have resulted in the Florida Data Dictionary update to be slated later than initially anticipated. Additionally, the team is reviewing the top percent of errors and warnings for rules that are not aligned between NEMSIS 3.5.1 and the Florida Data Dictionary. The team is on target to have recommendations, but due to the additional changes, publication of an updated dictionary with business rules may occur later than September.

Accuracy

She said the average NEMSIS data quality score has remained the same at 90 percent with increases in quality for patient information and other incident information and decreases in injury information and clinical times recorded.

NEMSIS quality report checks certain elements with different values. Because of the difference in values, the team is looking at identifying more clinical measures that regional coordinators find relevant. The intent would be that quality would improve with more local exposure by regional representatives documenting each measure during their coordination trips around the state. This could provide summary statistics at the regional level. This could be worth reporting on regularly and may evaluate the effectiveness of utilizing clinical performance measures on data quality.

Brenda displayed the Data Quality Store Dashboard that is provided monthly to regional coordinators to review with agencies as needed. She said that Biospatial produces the score and facilitates more regional and agency level input as well.

Timeliness

Brenda noted that 73.59 percent of Version 3 EMS emergency run reports were received within 10 hours and 87 percent were received within 24 hours in the previous quarter, meeting the goal of 70 percent within 10 hours. She also said that there was a decrease of 6.45 percent of agency demographic record resubmissions due to implementation of the new policy. Agencies submitted the first demographic file but did not resubmit on the newly established monthly basis. The team is reminding agencies and vendors to make the monthly resubmission automatic.

Integration

Brenda said that the MOU with FLHSMV to link crash data to the EMS state repository is in the process of being finalized. The integration with the Florida Stroke Registry is in progress with an executed data use agreement and export configuration completed.

Accessibility

The team continues to utilize Biospatial for repository and data accessibility noting an increase in provider utilization of Biospatial reporting from 10 to 50 percent. Brenda noted that there was a 75 percent increase in user logins in March 2024 alone.

Participants had no questions for Brenda.

TRAFFIC AND CRIMINAL SOFTWARE (TRACS) SUPPORT, ENHANCEMENT, AND TRAINING: FSU

Seth Barte, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. He said TraCS currently has 29,316 users across 213 agencies.

Accuracy

Seth said that the objective to maintain the low number of load errors for crash reports submitted electronically to FLHSMV using TraCS to one percent was met in Q1 with 99.99 percent load accuracy.

Completeness

Seth said that TraCS represents 59.42 percent of all law enforcement agencies that conduct traffic safety activities in Florida. He said the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS). TraCS and FHP are submitting 91 percent.

Uniformity

Seth said 200 agencies are using the crash form and 176 agencies are using the citation form within TraCS. Additionally, he said that 23 agencies are submitting paper and that the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS), with 98 agencies on version 6.1, 58 agencies on version 6.0.1, and three agencies utilizing a proprietary submittal service. Additionally, there are 38 agencies that utilize TraCS submitting to the FCCC state citation repository and 138

agencies utilizing TraCS that are not submitting to the FCCC state citation repository. Of Florida's 67 counties there are 20 counties submitting to the FCCC and 29 counties utilizing TraCS that are not submitting to the FCCC.

Integration

Seth said that 191 TraCS agencies are using TraCS with the Electronic License and Vehicle Information System (ELVIS) and over 99 percent of agencies are using the Florida Crime information Center (FCIC) and National Crime Information Center (NCIC) interface. He said that all agencies using TraCS are mandated to use the Signal4 (S4) Location Tool with 29,160 users mandated to use the tool for crash reports. Additionally, he said that 20 agencies are mandated to use the Signal4 location tool on the citation form with 155 agencies not mandated to use the tool for citation forms. Seth noted that 153 agencies are currently using the S4 Diagram Tool out of the 201 agencies using TraCS for crash reporting.

Seth highlighted the roadway information, vehicle parameters, and non-motorist parameters that are passed from the location tool and crash report to the diagram tool. He emphasized that the roadway information automatically updates on the crash report when updates are made to the location through the diagram tool.

Accessibility

Seth said that TraCS is currently the primary data hosting site for 186 agencies.

Timeliness

Seth said that the Q2 average delay between the initial crash date and when the data is entered into FLHSMV databases is on average 7.53 days.

Participants had the following questions and comments:

- Danny Shopf, Cambridge Systematics (CS), asked if changes to the diagram will be reflected in the crash report?
 - No, users will need to go back and correct the report manually.
- Melissa asked if TraCS hosted all agency data, could that be used to prevent some of the simpler street drawing distortions that sometimes occur when agencies submit their crash reports to the system, noting that distortion of the diagram in the crash report is the primary issue.
 - The street diagrams are uniform for agencies that TraCS hosts. When agencies host their own data, they are responsible for server maintenance and regular software updates. TraCS is available to provide support, but is limited in what it can troubleshoot when agencies are hosting their own data. TraCS is only notified that there is an error by the IT department of the respective agency, putting the team in a reactive rather than proactive position. Many agencies prefer to hold onto their data as well.
- Chris asked if as part of their mandatory updates TraCS could encourage agencies to upgrade to prevent some of these diagram distortions?
 - TraCS already auto-updates. It is a challenge to know if agencies are staying up to date with other software and server management updates. Additionally, if agencies are using other diagramming software that poses additional challenges. However, S4 eliminates a lot of those challenges.
- Melissa said S4 can detect distortions. However, the diagram in the crash report is an open text field. A query is being developed to identify what is distorted and needs to be transmitted, but that prompts the question of whether distortion is being inadvertently spread through different databases?
- David Burt, FLHSMV, said the crash report diagrams can be submitted in many file formats, but TraCS only uses JPEG.

- Melissa said some submissions have blank diagrams or a solid black box with a grey line, noting that it is a challenge to find which ones are bad since the distortions are varied, limiting the potentiality of a query to detect them consistently.
 - Chirs added that the problem flows into other things as those reports are used.
 - Melissa said the only current form of validation available is the on the long form crash report. Through the ingestion process there is not currently a way to detect whether an image is good or bad.
 - Seth asked if anyone was adding that query development to their schema.

ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS): FSU

Chris Craig gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. He said there are currently 36,502 users across 286 agencies using ELVIS. He said there were 14,295,715 queries run this fiscal year so far with nearly 1.59 million queries per month with an approximate increase of 200,000 queries per month since December 2023. He emphasized the growth in the number of agencies and user accounts utilizing ELVIS over time starting with 39 agencies and 3,667 user accounts in 2016. He concluded by saying that the average cost per user is \$14.80. Anticipated cost for next fiscal year is \$17.97

Participants had no questions or comments for Chris.

EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF SIGNAL FOUR ANALYTICS: UF

Illir Bejleri, University of Florida (UF), gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal4 Analytics project. He noted there have been 566 new users across 67 agencies and 85 new users per month on average since October 2023. He said that on average there are about 20,000 queries or reports per month. Additionally, on average there are about 9,500 page views per month on the public dashboard. Recent and ongoing activities include updating Target Zero filters to disaggregate compound filters, adding dynamic charts, including citations in the event analysis, and other capabilities such as saving queries and custom areas. The S4 team is finalizing system hosting and URL standardization across S4 services, improving security for access to crash reports, and finalizing capabilities to share queries to improve collaboration. New features include a Crash Report Viewer that allows for the user to search directly for crash reports by FLHSMV report number, crash type symbols are now displayed on the map when zoomed in, users can save queries within their agency, and a custom area feature supports the handling of complex shapes.

Next, Illir demonstrated a new version of S4 currently under development that is nearing completion. The primary new feature will be that the event analysis will allow more detailed queries. For example, a user can run a Target Zero query within a specific time and geographic boundary, with the attribute filter serving as the focus area. He noted that the event analysis attribute filter will expand to include different emphasis areas as well. To further demonstrate this new capability, Illir ran a query for fatal and serious injury crashes involving an impaired driver in 2024. The query provided the breakdown of the 521 fatal and serious injury crashes involving an impaired driver with 202 of those crashes involving a driver impaired by drugs only. He demonstrated other features including dynamic attribution in chart rendering. Illir concluded the demonstration saying the goal will be to make this into an internal mini dashboard with similar functionality and utility as the public facing dashboard, but keeping this password protected for additional analysis by registered S4 users to dig deeper into the crash data.

GEOLOCATION-BASED CRASH DIAGRAMMING AND FDOT CRASH MAPPING TO IMPROVE CRASH LOCATION, TIMELINESS AND QUALITY: UF

Illir Bejleri, University of Florida (UF), gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality subgrant and its projects.

Geolocation for LEA (S4 Geolocation)

Iilir reviewed the purpose and noted 100 percent of TraCS agencies are mandated to use the geolocation tool for crash reporting and that 12 percent are mandated to use the geolocation tool for citations. He said that on average, 25,300 crash reports per month have used the Geolocation Tool to map crashes which is approximately 40 percent of all crash reports for the year. He said that on average 185 agencies per month have been using the tool since October 2023. Additionally, 145 agencies use the tool to map 35,100 citations per month on average since October 2023. Lastly, SmartCOP implementation of the version 3.0 upgrade will allow the pilot agency to utilize the tool in production starting in August and will be available for all agencies using SmartCOP.

Editor Geolocation (for FDOT & local governments)

Iilir reviewed the project's purpose and provided a status update. Recent activities include improvements to track FDOT editors' productivity, developing requirements to expand pedestrian and bicyclist crash typing, and the ability to overlay crash report diagrams on the basemap.

Crash Report Diagramming (S4 Diagram)

Iilir reviewed the diagrams' purpose and noted that 14,000 TraCS crash reports per month have used the S4 Diagram since October 2023 with 123 agencies using it since October 2023. He said that recent activities include a prototype to display diagrams in S4 Analytics in the FDOT Geolocation tool, improvements of validation rules, and other backend improvements.

GEOLOCATION AND DIAGRAMMING TOOLS DEMO

Iilir demonstrated how to run a citation query. The citation filters consist of time period, agency based on geography, violation types, age range, and gender among others. He noted that there is not a 60-day delay for citations, so the map display that visualizes the citation queries is more up to date and accurate than crash visualizations. An additional feature is a table that summarizes common attributes from citations based on the query entered. Additionally, the full crash report can be pulled in this view. Despite these capabilities, some citations or crash reports are unmapped, usually because the reports lack geographic information such as latitude and longitude. Iilir emphasized the view he is demonstrating is a test database and that eventually users will be able to visualize the overlap between crashes and citations.

- Melissa emphasized the importance of TraCS mandating the adoption of the S4 Geolocation Tool and that the data being collected is important for geolocating citations and may help decrease the number of reports that are unmapped after queries are run.
 - Seth noted that TraCS mandates the use of the S4 Geolocation Tool for crash reports and citations separately. The crash report automatically populates and is not related to mandating the S4 Geolocation Tool.
 - Melissa emphasized that the mandate should follow to other forms. It would be beneficial for agencies to conduct their own analysis if to use TraCS for citations that the S4 Geolocation Tool would be mandated.
 - Seth said that latitude and longitude is not always present in citations.
 - Chris said that FDOT, FLHSMV, TraCS, and S4 should workshop this concept and formulate a plan, noting that the publication of citations can pose challenges as well as opportunities. Those challenges will require specific and strong wording to address and can be workshopped to advance these opportunities of visualizing the overlap between crashes and enforcement efforts.
- Melissa asked if there is user capability to reverse roadway elements in the citation report?
 - Yes, that is already being developed, but for citations that do not have latitude and longitude, it would have to be reverse engineered. To do so would require starting by mapping text addresses, which is limited in accuracy with a low success rate for accurately locating crashes. The accuracy decreases

further for reverse locating citations. The necessary next step would be to include latitude and longitude in citations.

PUBLIC COMMENT

There were no comments from the public.

WRAP UP AND NEXT STEPS

Melissa requested that TRCC members provide documentation of challenges and feedback related to the new law requiring 60 days delay in releasing unredacted crash data impacting members' respective agencies' statutory duties. Lora Hollingsworth and Ben Jacobs emphasized that many asset maintenance contractors have shared feedback that this has a substantial monetary effect on asset maintenance and response,

- Ilir noted that many LEA are sharing negative feedback due to this law. Ilir is working on Law Enforcement side. Ben noted that it presents aggregate number reporting challenges as well.

Chris indicated future TRCC meetings will be held in person at the FDOT Auditorium, unless otherwise noted. He then displayed the following dates for the next TRCC scheduled meetings:

- › September 13, 2024

A doodle poll for the FY25 Q1 and Q2 meetings will be sent out and he reminded members to fill out the poll for the following dates:

- › December 6th or 13th 2024
- › March 21st or 28th 2025

The TRCC agreed that more demonstrations of what the committees' members' projects and a streamlining of the quarterly updates would be worthwhile enhancements to the quarterly meeting agenda and format. Demonstration presentations ideas included:

- › Work zone dashboard demonstration
- › Demonstration of ELVIS
- › Demonstration of crash report in TraCS and ELVIS
- › FCCC update on TCATS that covers central site and repository.

Chris also emphasized that there will be a citation focused subcommittee forming that will include S4, TraCS, and FLHSMV. The meeting invite will be sent out to all interested TRCC members.

ADJOURN

The meeting was adjourned at 12:00pm.