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ADECA/LETS-

Office of Highway Safety

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING

February 11, 2016

THE UNIVERSITY OF ALABAMA

Agenda for the Meeting

- Opening Remarks – Terry Henderson
- PPT Presentation – Dave Brown
  - ✓ Traffic Records Assessment Status
  - ✓ TRCC Project Updates
  - ✓ 2015 Crash Data Comparisons
  - ✓ Questions and Discussions
- Roundtable – Attendees
- Closing Remarks – Terry Henderson

TR Assessment Process

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- All Electronic
- Formal NHTSA Process
  - ✓ Three month process
  - ✓ Three rounds of responding to questions
  - ✓ First answer questions
  - ✓ Second: answer follow-up on questions
  - ✓ Final round of clarifications on questions

First Round Results

- **Lots of clarifications requested**

Rating	Very Important	Somewhat Important	Less Important
Meets Advisory ideal	46	26	3
Partially meets Advisory ideal	12	7	0
Does not meet Advisory ideal	94	52	2
Clarification of State response needed	94	47	8
No determination made	0	0	0

TR Assessment Status

- We finished Round 2 on Feb. 5th
- One more rounds of clarifications to go
- Round 3 responding will start on Feb. 18th

Schedule: Alabama TRA

2015/16	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
December (12)			1	2	3	4	5	
	6	7	8	9	10	11	12	~~STRAP Training Webinar~~
	13	14	15	16	17	18	19	-
	20	21	22	23	24	*25*	26	~~Kickoff~~
January (1)	27	28	29	30	31	*1*	2	~~R1 Data Collection~~
	3	4	5	6	7	8	9	~~R1 Analysis~~
	10	11	12	13	14	15	16	-
	17	*18*	19	20	21	22	23	~~R2 Data Collection~~
	24	25	26	27	28	29	30	
February (2)	31	1	2	3	4	5	6	R2 Analysis
	7	8	9	10	11	12	13	
	14	15	16	17	18	19	20	R3 Final Data Collection
	21	22	23	24	25	26	27	
March (3)	28	29	1	2	3	4	5	R3 Final Analysis
	6	7	8	9	10	11	12	
	13	14	15	16	17	18	19	Facilitator Finalizes Report
	20	21	22	23	24	25	26	
April (4)	27	28	29	30	31	1	2	Final Report Submitted
	3	4	5	6	7	8	9	Report Out Webinar
	10	11	12	13	14	15	16	
	17	18	19	20	21	22	23	
	24	25	26	27	28	29	30	

Traffic Records Assessment

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- **Thank you to all who helped!!**
  - ✓ **Help in Providing Responses**
  - ✓ **Help in Providing Documentation**
    - **Maps, flow diagrams,**
    - **Data dictionaries, etc.**
- **Could not have done it without your help**
- **May still need more help on Round 3**

FY2016 TSIS PROJECT OVERVIEW

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- RESCUE – Data Entry for EMS Runs
- MapClick – Crash/Object Locating System
- Officer Activity Logbook
- Data Quality Improvement
- Upgrades to CARE and its Portals
- Traffic Safety Research

RESCUE-1

NEMSIS TECHNICAL ASSISTANCE CENTER

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Recording of Emergency Services Calls and Urgent-Care Environment

- **Similar to eCrash/eCite but EMS and Web-based**
- **Status:**
  - ✓ **Web services for statewide intake developed**
  - ✓ **Completing proper validation format for state rules**
  - ✓ **Some rules still being developed by ADPH**
  - ✓ **RESCUE is NEMSIS v3 certified; only 3.4.0 state**

National EMS Information System

RESCUE-2

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Current Activities:

- Authentication and User Management
  - ✓ Modeled after CAPSLock
  - ✓ Importing ADPH's ALACERT user repository
- Planned Beta Release to Single Agency (March)
- Developing the Print Capability

MAPCLICK - 1

- GIS Location System under MOVE
- Allows Officers to Precisely Specify Locations
  - ✓ GPS is used to obtain the right general map
  - ✓ Can specify location from vehicle, office, etc.
  - ✓ Not just crashes – any event or object
  - ✓ Clicking location on the map generates:
    - GPS coordinates and all street names
    - Lowest state route number
    - Nominal federal or state route number
    - Node and link codes
    - Milepoint specifications

MAPCLICK – 2

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- Currently Deployed to All ALEA Officers
- New Algorithm Development for Discrepancies
- Database Consolidation for Compatibility
- Status of Work with Municipals:
  - ✓ Over 1500 DVDs distributed across the state
  - ✓ Continue to assist installations for municipals
  - ✓ Used on 19,000 crash reports
  - ✓ Training is required: working on details
  - ✓ Matured to the point where it can be mandated

OFFICER ACTIVITY LOGBOOK

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- **Automates Activity Log – Input and Reporting**
  - ✓ For troopers and other agencies
  - ✓ Current system: over 10 years old; not supported
  - ✓ Logbook dashboard
- **Status:**
  - ✓ Being beta tested by 10 ALEA officers
  - ✓ Need to deploy once completed
  - ✓ Will start targeting municipals at that point

DATA QUALITY IMPROVEMENT

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- **Transition to eCrash and Consistency**
  - ✓ Report developed to track agency non-use of eCrash
  - ✓ Exception report; fine tune for better accuracy
  - ✓ Agencies that have not submitted in 30/60 days
  - ✓ Standard filter definitions updated for eCrash fields
- **Analytics to Track Quality**
  - ✓ Reduction in the number of nulls and missing
  - ✓ Crosstabs to check similar variables

CARE PORTAL UPGRADES

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- **CARE, ADVANCE, SAFETY Portals**
  - ✓ Data updated nightly at 2 AM
  - ✓ Ability to save user created filters
  - ✓ Ability to run reports from user created filters
  - ✓ Improved search functionality
  - ✓ Regular dataset updates
- **New Download Section of Portal**
  - ✓ Personal authentication required
  - ✓ Ability to obtain datasets for CARE desktop

TRAFFIC SAFETY RESEARCH

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- **Worst Days Analysis**
  - ✓ Younger Drivers (16-20)
  - ✓ Older drivers (65+)
- **Crash Type Analyses (e.g., CMVs)**
  - ✓ CMV compared to non-CMV
  - ✓ CMV Causal vs CMV involved but non-causal
  - ✓ At fault CMV or non-CMV in 2-vehicle crashes
- **Updates on Age Studies**
- **Age Break Even Points – Older Drivers**

CARE 10.1.0.7 - [IMPACT Results - 2010-2014 Alabama Integrated Driver-Vehicle Data - Causal Driver-Vehicle AND Not Dr...

File Dashboard Filters Analysis Impact Tools Window Help

2010-2014 Alabama Integrated Driver-Vehicle D | Causal Driver-Vehicle | 1/ 1/2010 | 12/31/2014

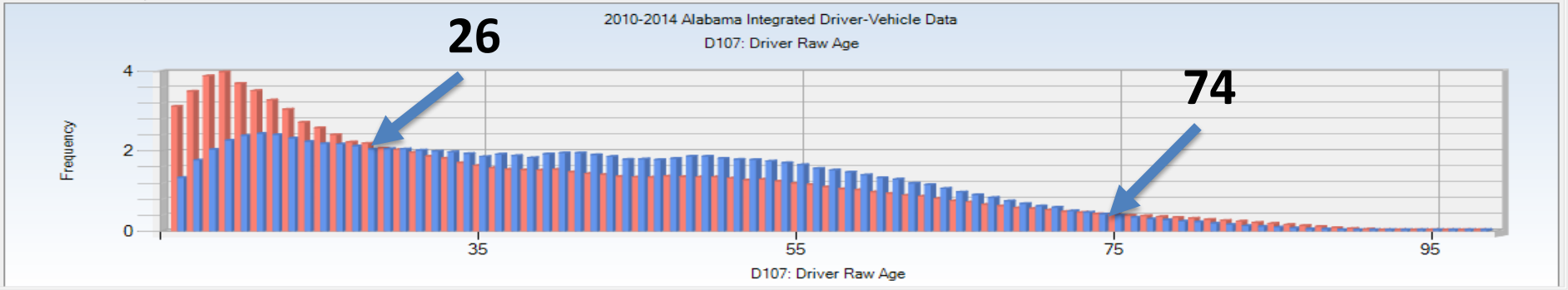
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

D107: Driver Raw Age Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
72	2846	0.49	2424	0.50	0.974	-76.122
73	2703	0.46	2257	0.47	0.993	-17.804
74	2489	0.43	2036	0.42	1.014	34.610
75	2423	0.41	1921	0.40	1.046	107.242
76	2280	0.39	1664	0.34	1.137*	274.055
77	2210	0.38	1465	0.30	1.251*	443.949
78	2090	0.36	1354	0.28	1.280*	457.759
79	1983	0.34	1179	0.24	1.395*	561.720
80	1858	0.32	1117	0.23	1.380*	511.461
81	1675	0.29	916	0.19	1.517*	570.766
82	1527	0.26	782	0.16	1.620*	584.302
83	1411	0.24	626	0.13	1.870*	656.360
84	1224	0.21	543	0.11	1.870*	569.416
85	1091	0.19	463	0.10	1.955*	532.855
86	919	0.16	345	0.07	2.210*	503.104
87	773	0.13	247	0.05	2.596*	475.243
88	646	0.11	228	0.05	2.350*	371.147
89	483	0.08	156	0.03	2.568*	294.943
90	359	0.06	111	0.02	2.683*	225.190
91	258	0.04	72	0.01	2.972*	171.204
92	175	0.03	55	0.01	2.639*	108.698
93	132	0.02	38	0.01	2.882*	86.191
94	107	0.02	38	0.01	2.336*	61.191
95	64	0.01	10	0.00	5.309	51.945
96	33	0.01	12	0.00	2.281	18.534
97	16	0.00	10	0.00	1.327	3.945
98	10	0.00	4	0.00	2.074	5.178

D107: Driver Raw Age

Sort by Sum of Max Gain

Display Filter Name



Total Crash Results by Year

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Year	Crashes	Fatalities	Injuries
2011	128,625	900	38,403
2012	128,508	874	38,963
2013	127,472	842	37,772
2014	133,303	820	39,546
2015	146,992 (+15%)	848	43,945

Restraint Deficient Results by Year

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Year	Crashes	Fatalities	Injuries
2011	6939	377	4119
2012	6905	370	4008
2013	6230	367	3614
2014	6473	371	3697
2015	6943 (+11%)	362	4167

Impaired Driving Results by Year

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Year	Crashes	Fatalities	Injuries
2011	6910	252	3753
2012	6989	212	3824
2013	6380	209	3211
2014	5939	216	3105
2015	6355	200	3458

Speed Related Results by Year

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Year	Crashes	Fatalities	Injuries
2011	4036	204	2581
2012	3831	196	2559
2013	3438	186	2079
2014	3339	158	2098
2015	3538	150	2320

Youth (Age 16-20) Results by Year

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Year	Crashes	Fatalities	Injuries
2011	21,579	104	7040
2012	21,302	104	7041
2013	20,694	98	6517
2014	20,442	75	6495
2015	23,618 (+16%)	99	7727

Pedestrian Results by Year

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Year	Crashes	Fatalities	Injuries
2011	692	80	634
2012	754	80	693
2013	734	57	686
2014	759	95	682
2015	787 (+14%)	95	699

Motorcycle Results by Year

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Year	Crashes	Fatalities	Injuries
2011	1910	105	1442
2012	1912	105	1477
2013	1590	85	1178
2014	1650	76	1251
2015	1529	77	1189

Work Zone Results by Year

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Year	Crashes	Fatalities	Injuries
2011	3229	21	872
2012	2251	25	708
2013	2364	24	812
2014	2389	23	753
2015	2441	31	702

Bicyclist Results by Year

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Year	Crashes	Fatalities	Injuries
2011	280	5	229
2012	278	9	225
2013	260	6	193
2014	262	8	195
2015	248	10	184

CARE 10.1.0.7 - [Frequency Results - 2011-2015 Alabama Integrated Crash Data]

File Dashboard Filters Analysis Frequency Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | All records (do not apply a filter) | 1/ 1/2011 | 12/31/2015

Order: Natural Order | Ascending | Suppress Zero-Valued Frequencies

C003: Year	Frequency	Cum. Frequency	Percentage	Cum. Percent
2011	128625	128625	19.35	19.35
2012	128508	257133	19.33	38.67
2013	127472	384605	19.17	57.84
2014	133303	517908	20.05	77.89
2015	146992	664900	22.11	100.00

C003: Year

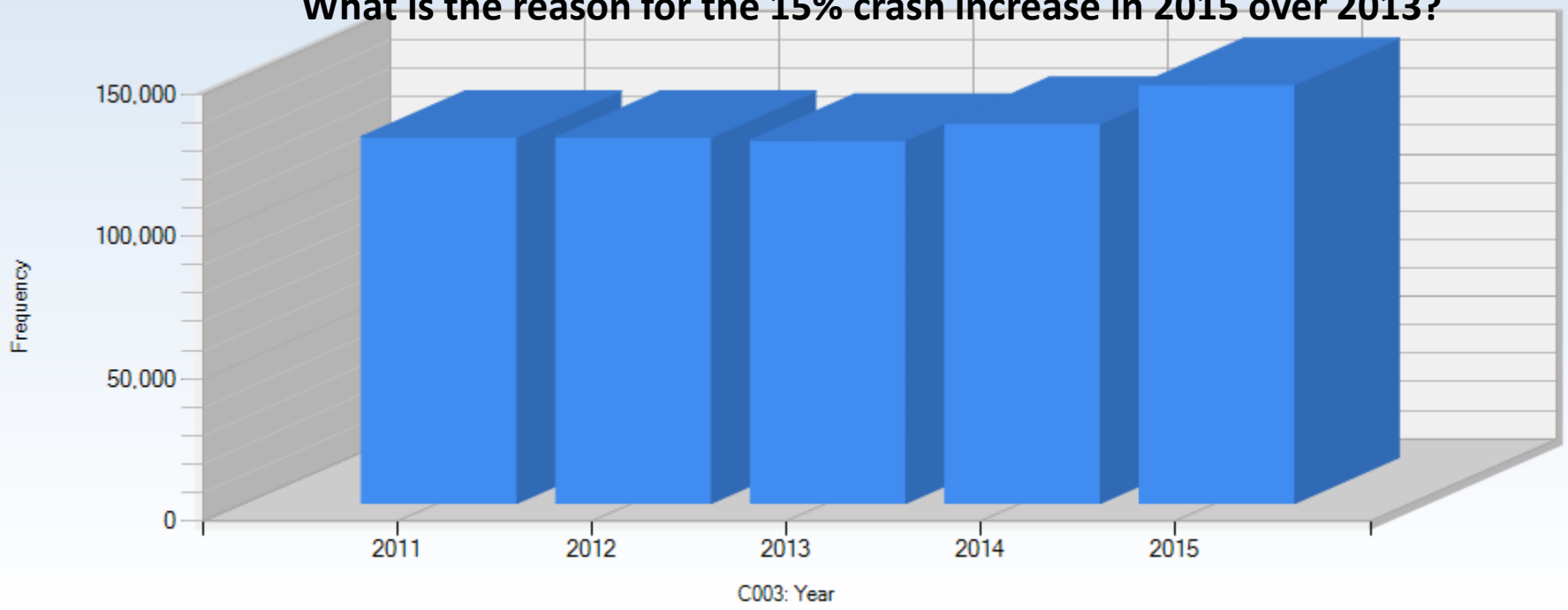
Total Crashes

Display Average | Display Filter Name

2011-2015 Alabama Integrated Crash Data

C003: Year

What is the reason for the 15% crash increase in 2015 over 2013?



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not E CU Dr...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

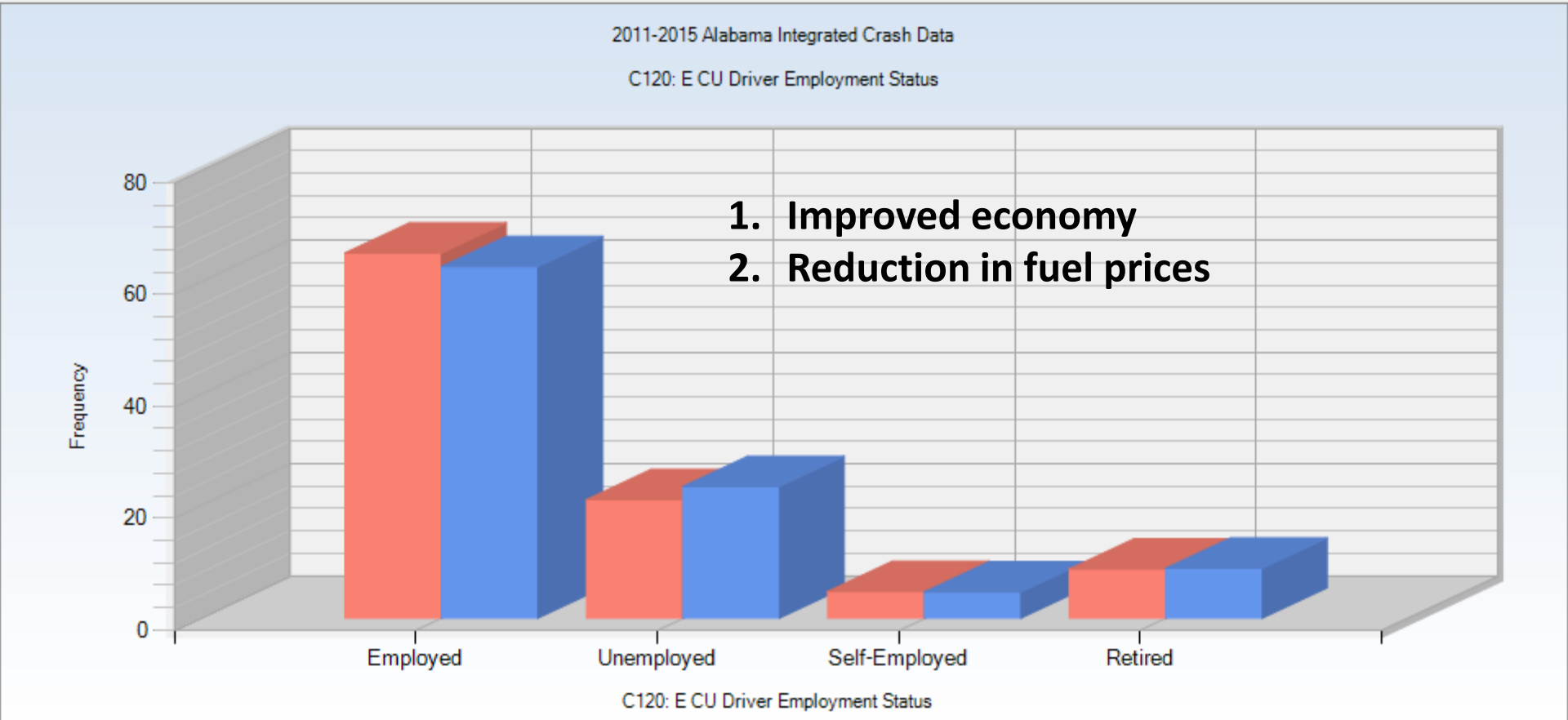
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C120: E CU Driver Employment Status	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Employed	72514	65.30	241611	62.88	1.038*	2683.770
Unemployed	23514	21.17	90463	23.54	0.899*	-2631.549
Self-Employed	5289	4.76	17917	4.66	1.021	110.642
Retired	9732	8.76	34236	8.91	0.984	-162.863

C120: E CU Driver Employment Status

Sort by Sum of Max Gain

Display Filter Name



1. **Improved economy**
2. **Reduction in fuel prices**

CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 vs. 2011-2014]

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

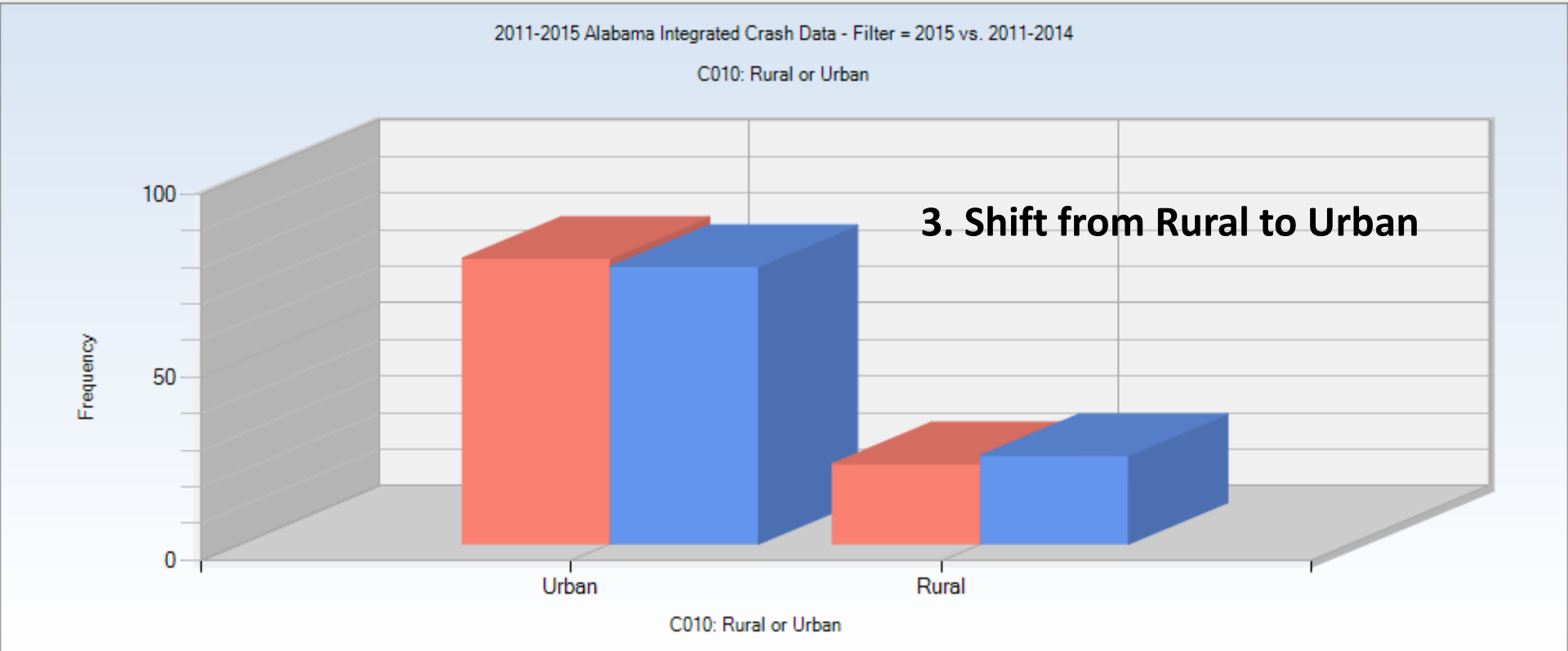
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C010: Rural or Urban	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Urban	114732	78.05	392568	75.80	1.030*	3313.842
Rural	32260	21.95	125340	24.20	0.907*	-3313.842

C201: CU Vehicle Most Harmful Event
C010: Rural or Urban
C522: V2 Driver Officer Opinion Alcohol
C592: V2 Trafficway Lanes
C012: Controlled Access
C017: First Harmful Event
C219: CU Attachment
C001: County
C005: Day of Month

Sort by Sum of Max Gain

Display Filter Name



3. Shift from Rural to Urban

CARE 10.1.0.7 - [Crosstab Results - 2011-2015 Alabama Integrated Cr...

File Dashboard Filters Analysis Crosstab Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | All records (do not apply a filter)

Suppress Zero Values: Rows and Columns | Select Cells: | Column: Year ; Row: Rural or Urban

	2011	2012	2013	2014	2015	TOTAL
Rural	31737	31369	31047	31187	32260	157600
	24.67%	24.41%	24.36%	23.40%	21.95%	23.70%
Urban	96888	97139	96425	102116	114732	507300
	75.33%	75.59%	75.64%	76.60%	78.05%	76.30%
TOTAL	128625	128508	127472	133303	146992	**664900**
	19.35%	19.33%	19.17%	20.05%	22.11%	**100.00%**

Urban increase in 2015 = 18.4% = 17,844 crashes compared to 2011

Rural increase in 2015 = 1.6% = 523 crashes compared to 2011

CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not Highwa...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

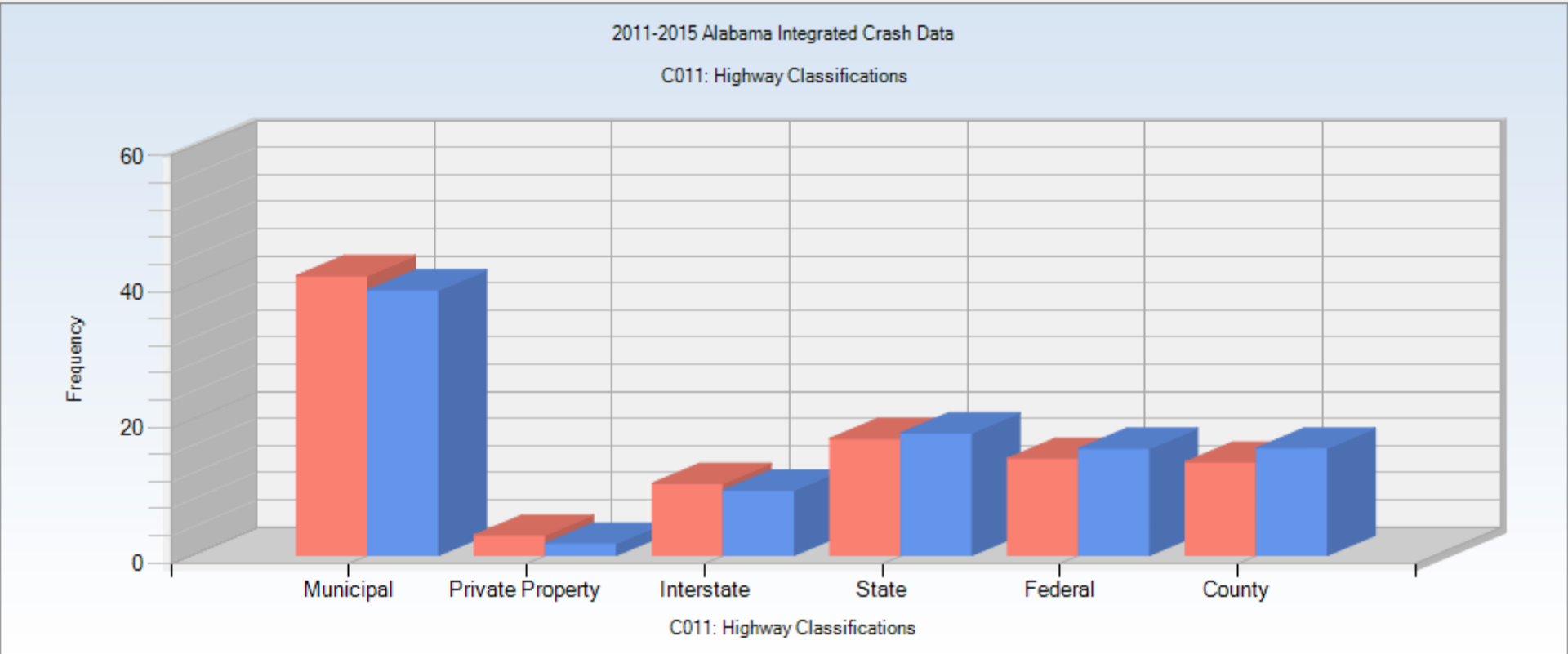
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C011: Highway Classifications	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Municipal	60606	41.23	202506	39.10	1.054*	3127.005
Private Property	4360	2.97	9078	1.75	1.692*	1783.314
Interstate	15563	10.59	49622	9.58	1.105*	1478.367
State	25267	17.19	93407	18.04	0.953*	-1245.501
Federal	20995	14.28	81529	15.74	0.907*	-2146.067
County	20201	13.74	81730	15.78	0.871*	-2997.119

C011: Highway Classifications

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not County ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

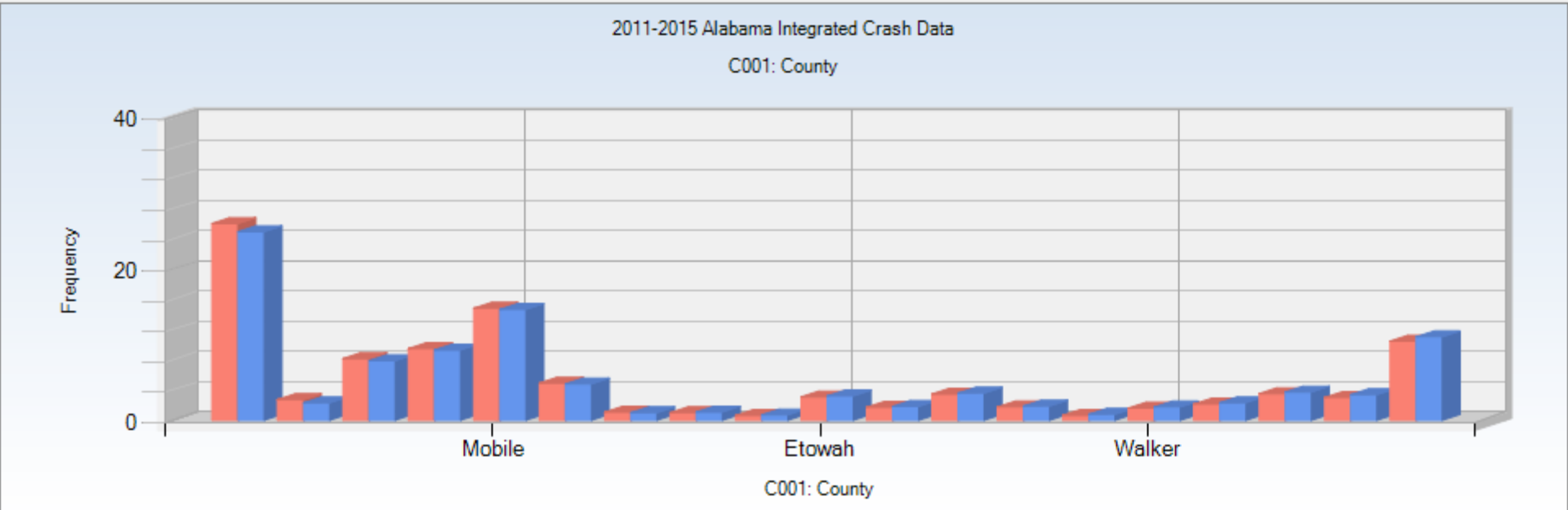
C001: County	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Jefferson	27305	26.01	91674	24.94	1.043*	1126.963
Russell	2847	2.71	8416	2.29	1.185*	443.763
Tuscaloosa	8549	8.14	28904	7.86	1.036*	295.297
Montgomery	9930	9.46	34127	9.28	1.019	184.839
Mobile	15541	14.80	53884	14.66	1.010	154.114
Lee	5140	4.90	17608	4.79	1.022	111.934
Pike	1105	1.05	3632	0.99	1.065	67.862
Dallas	1035	0.99	3956	1.08	0.916*	-94.659
Covington	646	0.62	2596	0.71	0.871*	-95.303
Etowah	3236	3.08	11743	3.19	0.965	-117.281

C001: County

County Losers: Significantly More Crashes

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not County ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

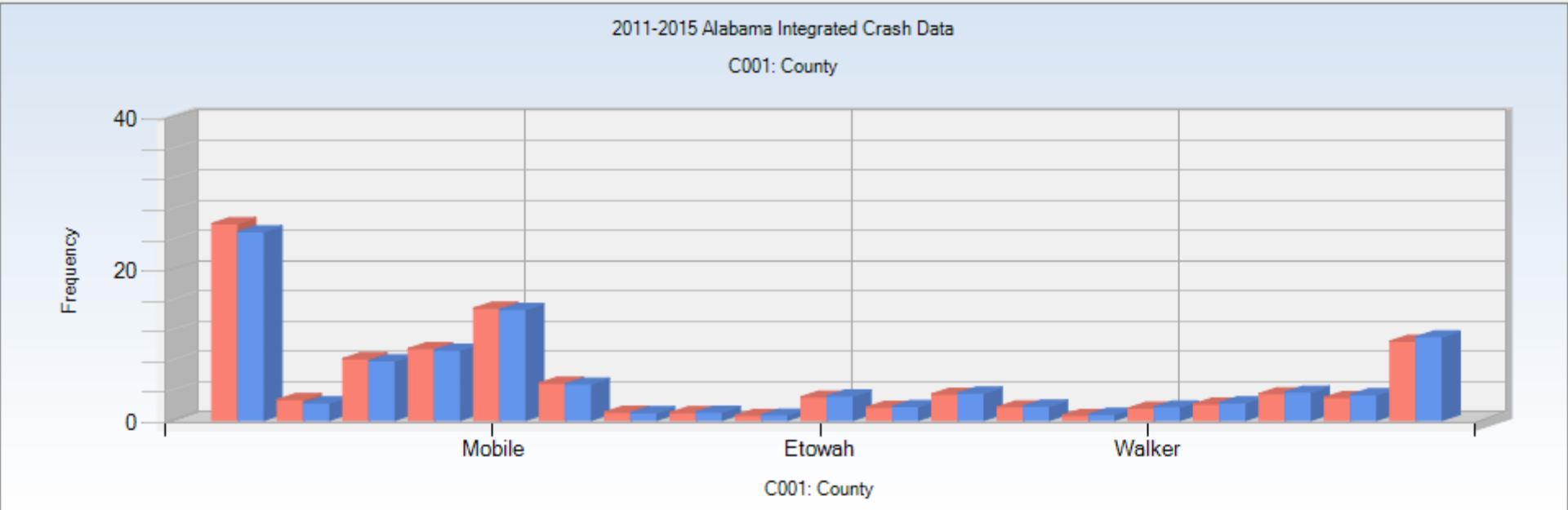
C001: County	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Etowah	3236	3.08	11743	3.19	0.965	-117.281
Limestone	1792	1.71	6690	1.82	0.938*	-118.368
Houston	3631	3.46	13134	3.57	0.968	-119.489
Talladega	1828	1.74	6848	1.86	0.935*	-127.486
Tallapoosa	688	0.66	2881	0.78	0.836*	-134.686
Walker	1676	1.60	6397	1.74	0.918*	-150.700
Lauderdale	2224	2.12	8530	2.32	0.913*	-211.791
Calhoun	3683	3.51	13684	3.72	0.943*	-224.545
Morgan	3150	3.00	12387	3.37	0.891*	-387.179
Madison	10976	10.46	40550	11.03	0.948*	-603.285

C001: County

County Winners: Significantly Fewer Crashes

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not City = B...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

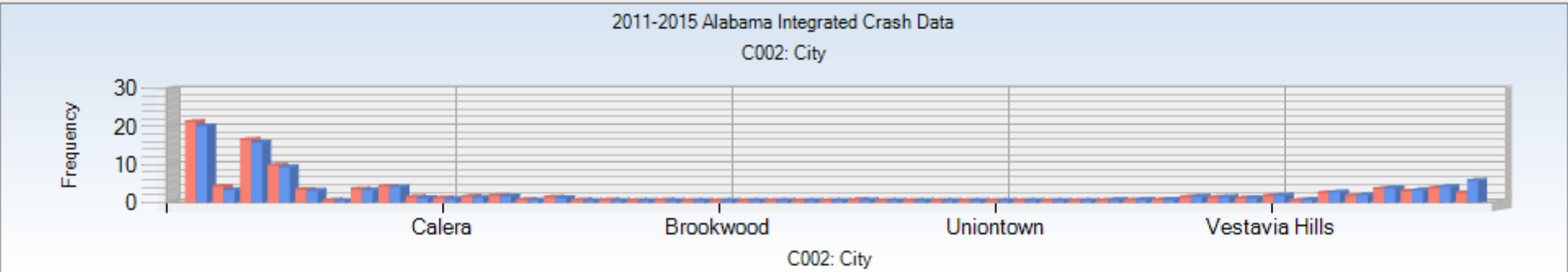
C002: City Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Mobile	11634	21.28	39670	20.26	1.050*	558.383
Phenix City	2293	4.20	6371	3.25	1.289*	514.256
Montgomery	9062	16.58	31024	15.85	1.046*	400.292
Tuscaloosa	5319	9.73	18257	9.33	1.044*	221.759
Rural Tuscaloosa	1865	3.41	6076	3.10	1.099*	168.619
Tarrant City	277	0.51	414	0.21	2.396*	161.414
Auburn	1923	3.52	6334	3.24	1.087*	154.587
Opelika	2319	4.24	7832	4.00	1.061*	132.354
Foley	778	1.42	2348	1.20	1.187*	122.453
Calera	620	1.13	1845	0.94	1.204*	104.887
Prichard	832	1.52	2635	1.35	1.131*	96.324
Cullman	953	1.74	3146	1.61	1.085	74.656
Fort Payne	375	0.69	1076	0.55	1.248*	74.587
Troy	740	1.35	2385	1.22	1.111*	74.123
Orange Beach	304	0.56	853	0.44	1.276*	65.848
Fultondale	327	0.60	956	0.49	1.225*	60.091
Union Springs	131	0.24	294	0.15	1.596*	48.917

C002: City

Sort by Sum of Max Gain

City Losers: Significantly More Crashes

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not City = B...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

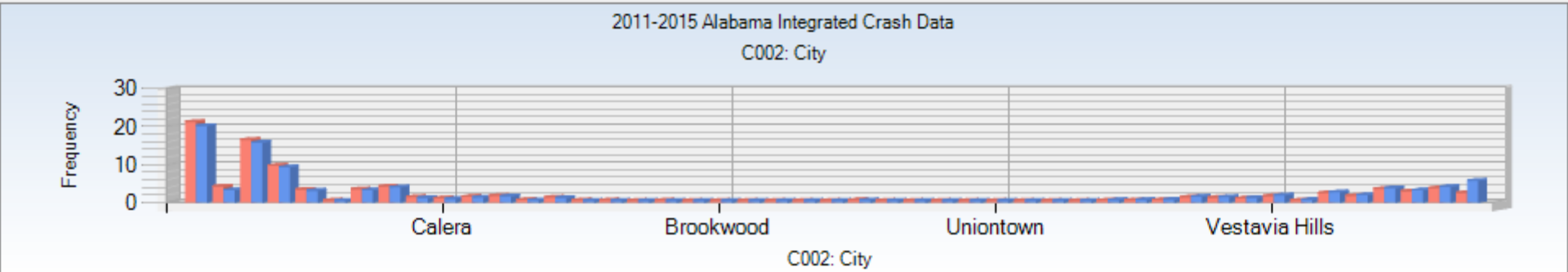
C002: City Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Livingston	59	0.11	306	0.16	0.691*	-26.433
Daleville	91	0.17	447	0.23	0.729*	-33.800
Springville	30	0.05	277	0.14	0.388*	-47.337
Valley	285	0.52	1219	0.62	0.837*	-55.337
Alexander City	319	0.58	1395	0.71	0.819*	-70.475
Hartselle	348	0.64	1500	0.77	0.831*	-70.791
Rural Morgan	745	1.36	2971	1.52	0.898*	-84.485
Jasper	686	1.26	2793	1.43	0.880*	-93.788
Athens	587	1.07	2444	1.25	0.860*	-95.350
Vestavia Hills	923	1.69	3698	1.89	0.894*	-109.459
Talladega	289	0.53	1434	0.73	0.722*	-111.364
Rural Shelby	1348	2.47	5254	2.68	0.919*	-118.884
Rural Calhoun	946	1.73	3839	1.96	0.883*	-125.825
Decatur	1943	3.55	7451	3.81	0.934*	-137.273
Homewood	1626	2.97	6348	3.24	0.917*	-146.322
Rural Mobile	2055	3.76	8116	4.15	0.907*	-210.937
Rural Jefferson	1378	2.52	11228	5.74	0.440*	-1756.788

C002: City

Sort by Sum of Max Gain

City Winners: Significantly Fewer Crashes

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not CU Roa...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

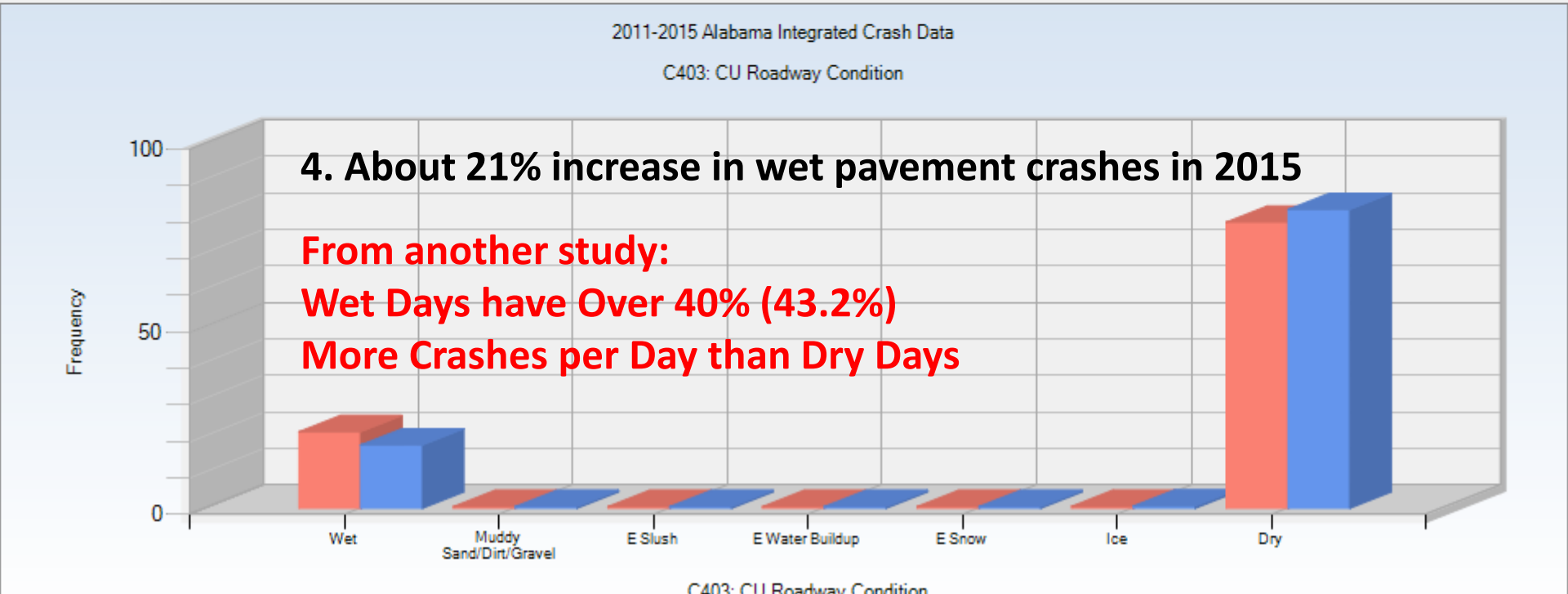
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C403: CU Roadway Condition	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Wet	28779	20.91	85164	17.30	1.209*	4967.957
Muddy Sand/Dirt/Gravel	102	0.07	340	0.07	1.073	6.939
E Slush	72	0.05	288	0.06	0.894	-8.522
E Water Buildup	124	0.09	497	0.10	0.892	-14.956
E Snow	147	0.11	619	0.13	0.849	-26.067
Ice	722	0.52	3076	0.62	0.840*	-138.020
Dry	107688	78.24	402196	81.70	0.958*	-4762.168

C403: CU Roadway Condition

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not CU Driv...

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2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

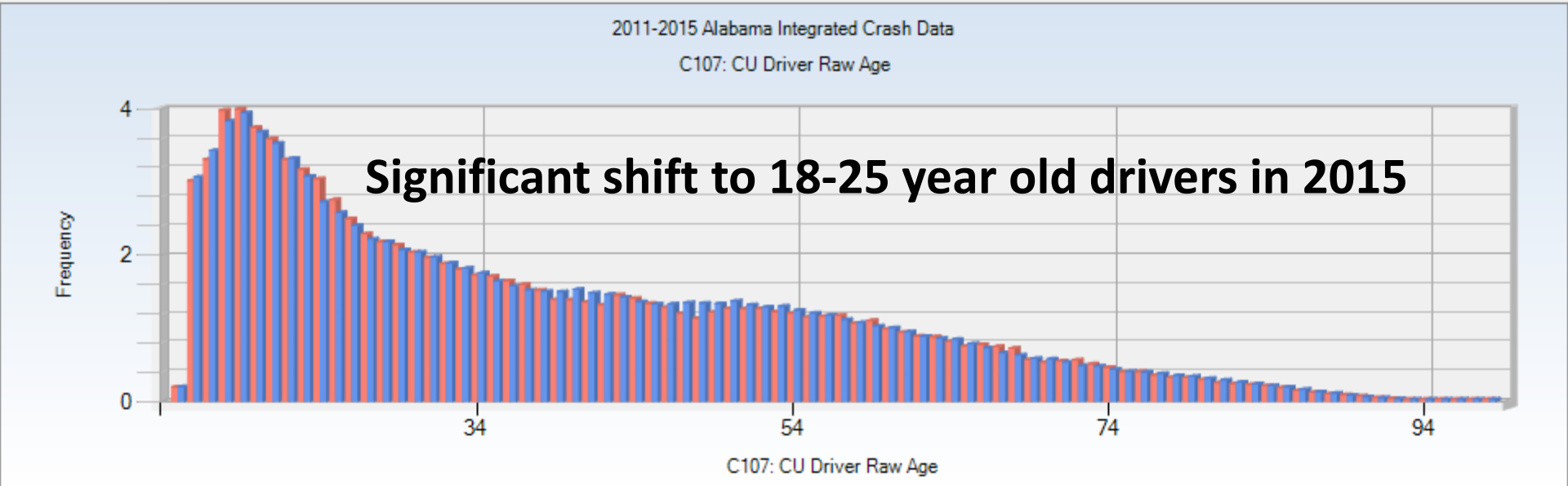
Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C107: CU Driver Raw Age	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
18	5208	3.98	17929	3.83	1.038*	192.583
19	5231	4.00	18450	3.94	1.014	69.840
20	4901	3.75	17242	3.69	1.016	77.763
21	4696	3.59	16506	3.53	1.017	78.650
22	4329	3.31	15537	3.32	0.996	-17.284
23	4150	3.17	14401	3.08	1.030	121.498
24	3979	3.04	12761	2.73	1.115*	409.268
25	3607	2.76	12070	2.58	1.068*	230.566
26	3264	2.49	11248	2.40	1.037	117.511
27	2996	2.29	10362	2.22	1.034	97.358
28	2853	2.18	10202	2.18	1.000	-0.884

C107: CU Driver Raw Age

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.7 - [IMPACT Results - 2011-2015 Alabama Integrated Crash Data - 2015 AND Not Crash S...

File Dashboard Filters Analysis Impact Locations Tools Window Help

2011-2015 Alabama Integrated Crash Data | 2015 | 1/ 1/2011 | 12/31/2015

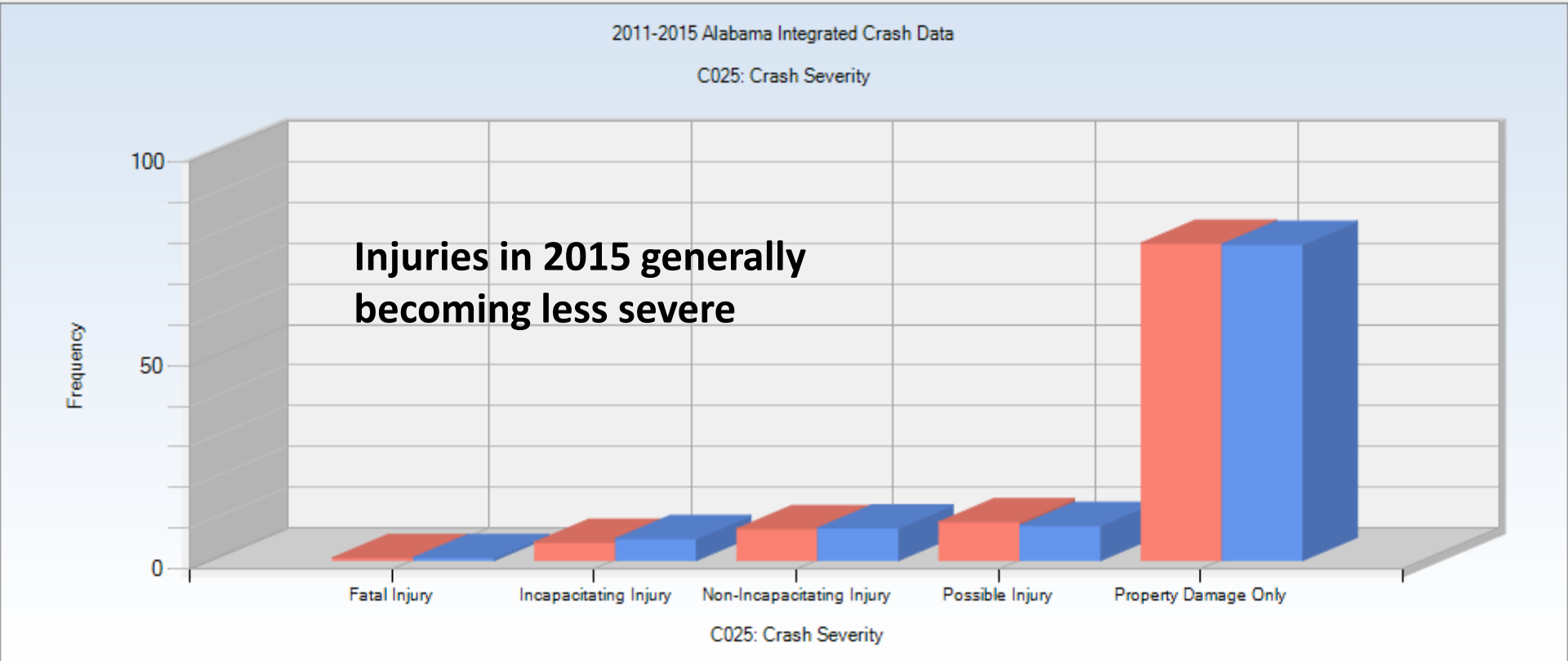
Order: Max Gain | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C025: Crash Severity	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Fatal Injury	788	0.55	3129	0.62	0.889*	-98.759
Incapacitating Injury	6315	4.42	26753	5.31	0.833*	-1266.800
Non-Incapacitating Injury	11030	7.72	39895	7.91	0.976*	-276.243
Possible Injury	13438	9.40	43052	8.54	1.101*	1237.063
Property Damage Only	111336	77.91	391430	77.62	1.004	404.738

C025: Crash Severity

Sort by Sum of Max Gain

Display Filter Name



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Whether you are a traffic safety professional or a private citizen contributing to the traffic safety effort, it is our goal to help you in every way that we can. This website was designed to be the first state-level traffic safety site to be inclusive of all efforts in the state. We are not associated with any single state agency. We depend on volunteers, not only from the state traffic safety agencies, but from all governmental and private service groups within the state that care to contribute information on their traffic safety activities.

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CARE/eCrash

CARE/eCrash

The Critical Analysis Reporting Environment (CARE) is a data analysis software package originally designed for problem identification and countermeasure development in traffic safety applications. Developed by the staff of the Center for Advanced Public Safety, CARE uses advanced analytical and statistical techniques to generate valuable information directly from the data. Although its primary use is

CARE On-Line Analysis Is Now Available

Most of your statistical information needs can be obtained right on line from the new CARE Dashboard, which was developed by the University of Alabama Center for Advanced Public Safety (CAPS). Please review the Read Me document (also available when you access the CARE site), which will explain the data and use of the Dashboard. An on-line version of CARE is also available - just click the CARE button in the upper left area of the Dashboard. To download the desktop version and data, access the Download page of the CAPS website. If you would like to see details on the CARE software, it is available on the CARE page of the CAPS website. If you see any problem or need help, e-mail care@cs.ua.edu or call 205-348-7920.

eCrash System Deployed

The Alabama Department of Public Safety teamed with the University of Alabama Center for Advanced Public Safety (CAPS) to develop eCrash, the nation's first totally paperless crash reporting system. Except for the reports provided to those involved in crashes, all other aspects of eCrash are paperless, from the officers' entry of the data (in many cases in their vehicles), through the approval process and uploading to the crash records database in Montgomery. The use of eCrash for data entry in the officers' vehicles will keep them in the field where they can respond to emergencies; and moving the data entry to the field will make the data more accurate, timely, complete and

Discussion

CAPS
CENTER for ADVANCED PUBLIC SAFETY

Questions and Comments