HSRG’s Annual User’s Conference
October 29, 2015

The Highway Safety Research Group has scheduled our Annual User’s Conference for October 29, 2015. If anyone is interested in booking a hotel room through The Cook Hotel, contact information to do so is provided below.

Call The Cook Hotel at 1-866-610-COOK(2665) and ask for the “LACRASH” block of rooms
The Cook Hotel is located on the LSU campus across from the LSU lakes
Standard rooms are $97, Luxury Suites are $117

www.thecookhotel.com

As the conference date approaches we will send out the appropriate media and links for you to sign up.
Please save the date and mark your calendars!

LACRASH 2.0 Status

LACRASH 2.0 is the newest version of the LACRASH software. It is compatible with Windows 8, and has many new and improved features. Currently, we are visiting each agency individually to implement the LACRASH 2.0 software. Over 70 agencies have been upgraded or installed. The HSRG has hired a new staff member to assist with the demand of agency integration. We appreciate your cooperation and patience as we continue to work on getting everyone updated and installed.

HSRG at Louisiana Chief’s Conference

Members of the HSRG hosted a booth at the Louisiana Association of Chief’s of Police Conference held in Shreveport, Louisiana. The 2015 Conference included classes for Chief’s of Police, and an Expo center in which vendors presented information. The HSRG spoke about the upgrades and install associated with LACRASH 2.0, and received helpful feedback.
When do I use “Non-collision with motor vehicle” selection A for Manner of Collision on the Narrative Page?

**ANSWER:**

If there is one vehicle involved in a crash with a pedestrian, it is coded as an “A” for Manner of Collision. If there is a crash involving only one vehicle and another non-moving object (i.e. a tree, a tire rolling off of another vehicle, a fire hydrant, a sign, etc.), it is coded as an “A” for Manner of Collision. If one vehicle runs off of the road because of his/her own doing, and does not come into contact with another vehicle, it is coded as an “A” for Manner of Collision. Please reference the Crash Manual for further information on how to appropriately fill out the crash report.

For any agency training on filling out the crash report contact Ron Whittaker with DOTD at rwhittaker@live.com.

**CONGRATULATIONS !!**

Congratulations to Cory Hutchinson for obtaining a PhD in Human Resource Education and Workforce Development from Louisiana State University. Cory currently serves as the Associate Director and Manager of Business Analytics for the Highway Safety Research Group (HSRG). As the Associate Director of the HSRG, Cory is responsible for crash data collection, integration, maintenance, analysis, and dissemination. He oversees all IT related projects within the HSRG. Congratulations once again on this outstanding achievement.

**Welcome to LACRASH...**

The HSRG would like to welcome the following agencies as some of our newest members to join LACRASH: Louisiana State University Police Department, Central Police Department, Krotz Springs Police Department, Melville Police Department, St. Francisville Police Department, Fordoche Police Department, and Housing Authority of New Orleans Police Department. The HSRG team looks forward to working with you.
There has been a significant shift increase the last eight years in more agencies upgrading to electronic reporting. As more agencies move to electronic reporting, the HSRG has the ability to offer more advancements in electronic crash data collection, data reporting, data quality analysis, crash data visualizations, and crash data integration with other systems. Graph A shows the increase in agencies moving from paper reporting to electronic reporting.

The HSRG received the Crash Data Improvement Program (CDIP) grant in the spring of 2010. Using the funds from this opportunity as a starting point for implementation, the HSRG has made significant changes to our Data Quality program improving the data collected and provided. The CDIP grant focused on FIVE areas of Data Quality: Timeliness, Completeness, Accuracy, Uniformity, and Accessibility. Our data reports website, Data Reports - Performance Measures, includes two of those focus areas: the timeliness of crash reporting, and the completeness for several fields on the crash report. Graph B displays the trend on the average number of days it takes to receive a crash report. As more agencies move to electronic reporting, the average number of days it takes to receive an electronic report decreases over the years. Graph B also reflects the struggle of receiving paper reports promptly. On average in 2014 it took over three months to receive all paper reports when compared to 11 days to receive all electronic reports.

The HSRG site also captures the percentage of reports collected in 30, 60, and 90 days. Graph C indicates this percentage comparing electronic versus paper reports received within those days. A trend emerges; when compared to paper reports electronic reporting has the higher percentage of reports received in 30, 60, and 90 days. For example, in 2006 it took over 90 days to receive 7% of paper reports. These numbers have improved over the years, increasing to 55% of paper reports received within 90 days in the year 2014. However, electronic reporting far exceeds the paper report percentages in 2014, with 93% of electronic reports received in 30 days. Graph C adds more support to conclude that as more agencies move to electronic reporting, the HSRG receives electronic reports more quickly. The HSRG Data Quality team has the ability to analyze reports for completeness and accuracy more quickly as the timeliness of reports improves. In turn information can be collected, cleaned, and returned to agencies for better decision making within their area more quickly.
Louisiana is driving toward Zero Deaths on roads and highways, and the Strategic Highway Safety Plan (SHSP) is the leading force in this destination.

The Louisiana SHSP is a comprehensive, multidisciplinary approach to reducing the effects of motor vehicle-related fatalities and injuries on Louisiana roadways.

Regional Safety Coalitions were formed to facilitate and develop action plans, and to address the local needs and concerns.

These coalitions use the SHSP procedures to identify problems and produce countermeasures.

The Dashboards display specific information that could be useful to these coalitions in making decisions.

The Louisiana SHSP Dashboards help to illustrate many of the focus areas regarding moderate, severe, and fatal crashes that occurred throughout the State of Louisiana.

For further information on the SHSP go to www.destinationzerodeaths.com

To access the dashboards visit datareports.lsu.edu

The Louisiana Map is an option available on each Dashboard. The interactive map displays data on crashes and individuals involved in crashes throughout Louisiana. Each map has the ability to reflect desired information selected from the Dashboard’s many dropdown options. The map can be manipulated to view certain coalition areas or parishes. Each Dashboard can display a varied set of information.

One of the focus areas for the SHSP is preventing alcohol impaired drivers. The DRIVER Dashboard displays information specific to Blood Alcohol Content. The Dashboard reflects the number of drivers that were predicted to have had alcohol, and that reported result.

Another focus area for the SHSP is promoting occupant protection. The DRIVER, PERSON, and BIKE/PEDESTRIAN Dashboards each have some representation of this option. These graphics allow the user to analyze data pertaining to driver protection, occupant protection, motorcycle protection or bicycle protection.

Educating young drivers is another focus of the SHSP. Each Dashboard has an option to view Age Groups/Ranges. Different ages are displayed for various reasons (i.e. Young drivers wearing a seatbelt, pedestrian ages, motorcycle age groups involved in fatal crashes). Many opportunities are available to gather information regarding age groups/ranges.