



State of Illinois

Traffic Records Assessment

June 3, 2016

National Highway Traffic Safety Administration

Technical Assessment Team





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Executive Summary

Out of 391 assessment questions, Illinois met the Advisory ideal for 180 questions (46%), partially met the Advisory ideal for 56 questions (14.3%), and did not meet the Advisory ideal for 155 questions (39.6%).

As Figure 1 illustrates, within each assessment module, Illinois met the criteria outlined in the *Traffic Records Program Assessment Advisory* 73.7% of the time for Traffic Records Coordinating Committee Management, 81.3% of the time for Strategic Planning, 81.8% of the time for Crash, 41% of the time for Vehicle, 20% of the time for Driver, 76.3% of the time for Roadway, 16.7% of the time for Citation / Adjudication, 42.3% of the time for EMS / Injury Surveillance, and 15.4% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

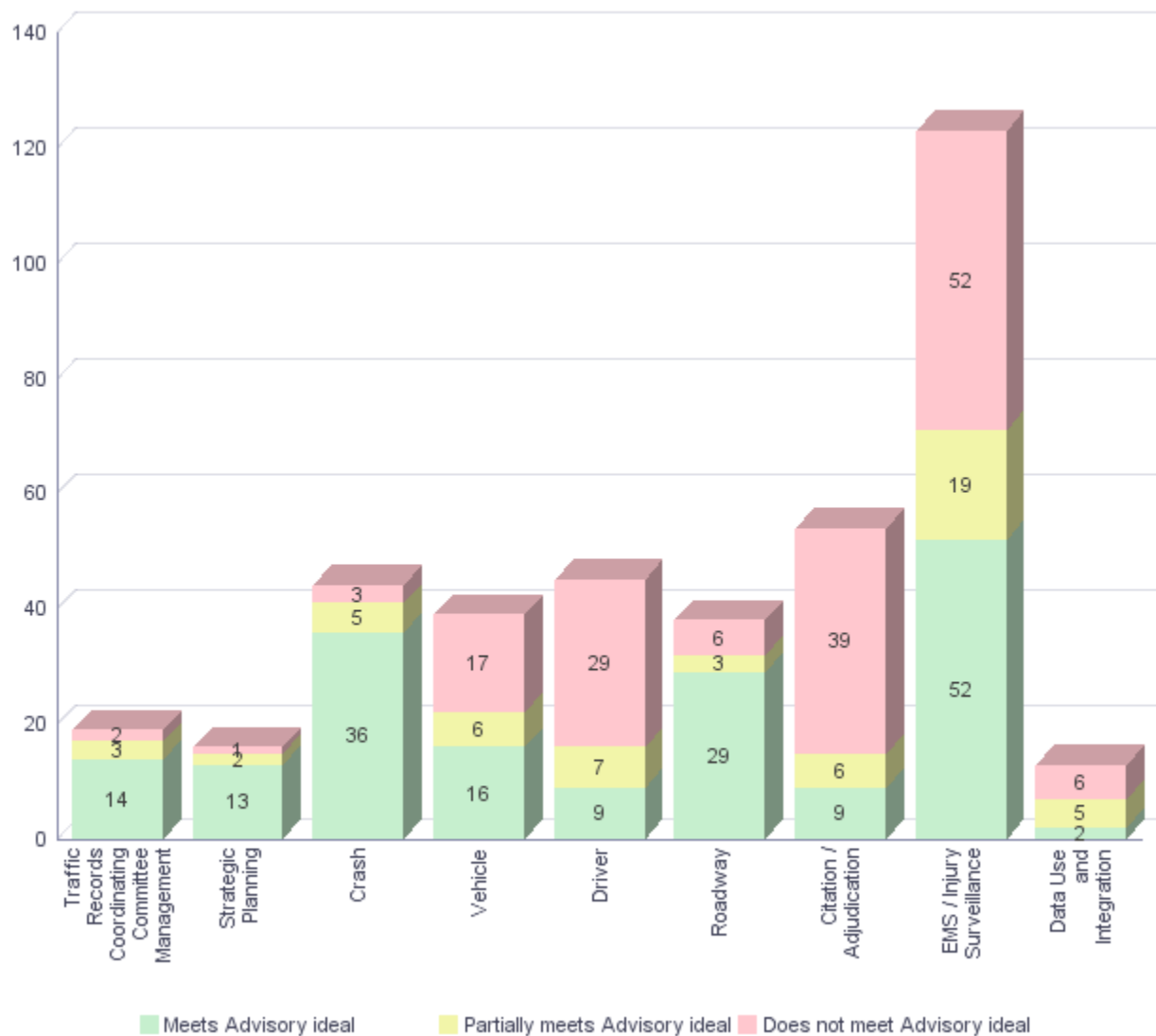












Figure 2: Assessment Section Ratings

| |  Crash |  Vehicle |  Driver |  Roadway |  Citation / Adjudication |  EMS / Injury Surveillance |
|-------------------------------|---|---|--|--|---|---|
| Description and Contents | 100.0% | 66.7% | 63.3% | 100.0% | 52.6% | 72.5% |
| Applicable Guidelines | 86.7% | 100.0% | 100.0% | 100.0% | 43.9% | 93.0% |
| Data Dictionaries | 86.7% | 90.5% | 33.3% | 100.0% | 57.1% | 76.7% |
| Procedures / Process Flow | 89.6% | 74.2% | 61.8% | 100.0% | 66.7% | 98.4% |
| Interfaces | 93.3% | 51.5% | 61.9% | 94.4% | 33.3% | 33.3% |
| Data Quality Control Programs | 92.8% | 51.2% | 33.3% | 67.4% | 33.3% | 51.0% |
| Overall | 93.3% | 65.6% | 50.7% | 85.3% | 48.9% | 67.4% |

| | Overall |
|---|---------|
| Traffic Records Coordinating Committee Management | 88.7% |
| Strategic Planning for the Traffic Records System | 92.1% |
| Data Use and Integration | 57.6% |

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$\text{Section average (\%)} = \frac{\text{Section sum total}}{\text{Section total possible}}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—





“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

Illinois can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Illinois can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Crash Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.





Citation / Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.





Introduction

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. These components address driver demographics, licensure, behavior and sanctions; vehicle types, configurations, and usage; engineering, education, enforcement measures; crash-related medical issues and actions; and how they affect highway traffic safety.

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Background

In 2012, the National Highway Traffic Safety Administration published an updated *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, including: State highway safety offices, the Governors Highway Safety Association (GHSA) and the Association of Transportation Safety Information Professionals (ATSIP), as well as staff from NHTSA, FMCSA, and FHWA. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports quality data driven decisions and improves highway safety. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records





data system. This model and suite of questions is designed to be used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in a given State.

Methodology

A State initiates the assessment process by submitting a formal request to its NHTSA Regional Administrator. Once that request is passed onto the NHTSA National Center for Statistics and Analysis Traffic Records Team, it appoints an assessment facilitator to work with the State Governor's Representative to identify a State assessment coordinator and appropriate State respondents for each assessment question. Respondents enter the data into NHTSA's State Traffic Records Assessment Program (STRAP), the Web-based application for the assessment. The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 3. Actual schedules can vary as dates may be altered to accommodate State-specific needs.





Figure 3: Traffic Records Assessment Time Table

| | | |
|---|--|--|
| Upon NHTSA TR Team receipt of request | | Initial pre-assessment conference call |
| 1 month prior to kickoff meeting | | Facilitator introduction pre-assessment conference call |
| Between facilitator conference call and kickoff | | State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library |
| Assessment | Monday, Week 1 | On-site kickoff meeting |
| | Tuesday, Week 1 – 12pm EST, Friday, Week 3 | Round 1 Data Collection: State answers standardized assessment questions |
| | Friday, Week 3 – Wednesday, Week 5 | Round 1 Analysis: Assessors review State answers and rate the responses and, if needed, request necessary clarifications |
| | Thursday, Week 5 – 12pm EST, Friday, Week 7 | Round 2 Data Collection: State responds to the assessors' initial ratings and requests for more information and clarification |
| | Friday, Week 7 – Wednesday, Week 9 | Round 2 Analysis: Assessors review additional information from the State and, if needed, adjust initial ratings |
| | Thursday, Week 9 – 12pm EST, Friday, Week 11 | Round 3 Data Collection: State provides final response to the assessors' ratings |
| | Friday, Week 11 – Monday, Week 13 | Round 3 Analysis: make final ratings |
| | Tuesday, Week 13 – Monday, Week 14 | Facilitator prepares final report |
| Week 15 | | NHTSA delivers final report to State and Region |
| (After completion of assessment, date set by State) | | NHTSA hosts webinar to debrief State participants |
| (After completion of assessment) | | (OPTIONAL) State may request GO Team targeted technical assistance or training |

Following a kickoff meeting that explains the assessment process, schedule, and confirms question assignments, each respondent is sent an email with a token enabling them to log onto STRAP and answer assessment questions that had been assigned to them. The respondents may (a) answer a question, (b) answer the question and refer that question to another person to answer it as well, (c) refer the question—decline the question and send the question to someone else to answer—or (d) decline the question.

The traffic records assessment is an iterative process that includes three question-answer cycles. In each, State respondents have the opportunity to answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the





assessors rate each response. The second and third question and answer cycles are used to clarify responses and provide the most accurate rating for each question. In an attempt to prioritize the capabilities of each system being assessed, each question is ranked as “very important,” “somewhat important” or “less important.” To assist the State in responding to each question, the *Advisory* also provides State respondents with standards of evidence that identify the specific information necessary to answer each assessment question.

A group of qualified independent assessors rates the responses and determines how closely a State’s capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question.

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions with “no, we do not have this capability/use this practice” etc. These responses constitute an acceptable answer and will receive a “does not meet” rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405 grant funds.

The complete traffic records assessment process is outlined in Figure 5 below.

States are encouraged to use the conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the conclusions at least annually to gauge how the State is addressing the items in this report. NHTSA can provide support in addressing these conclusions by means of GO Teams. NHTSA’s Traffic Records GO Team program helps States improve their traffic records systems by deploying teams of subject matter experts to deliver tailored technical assistance and training based on States’ actual needs.

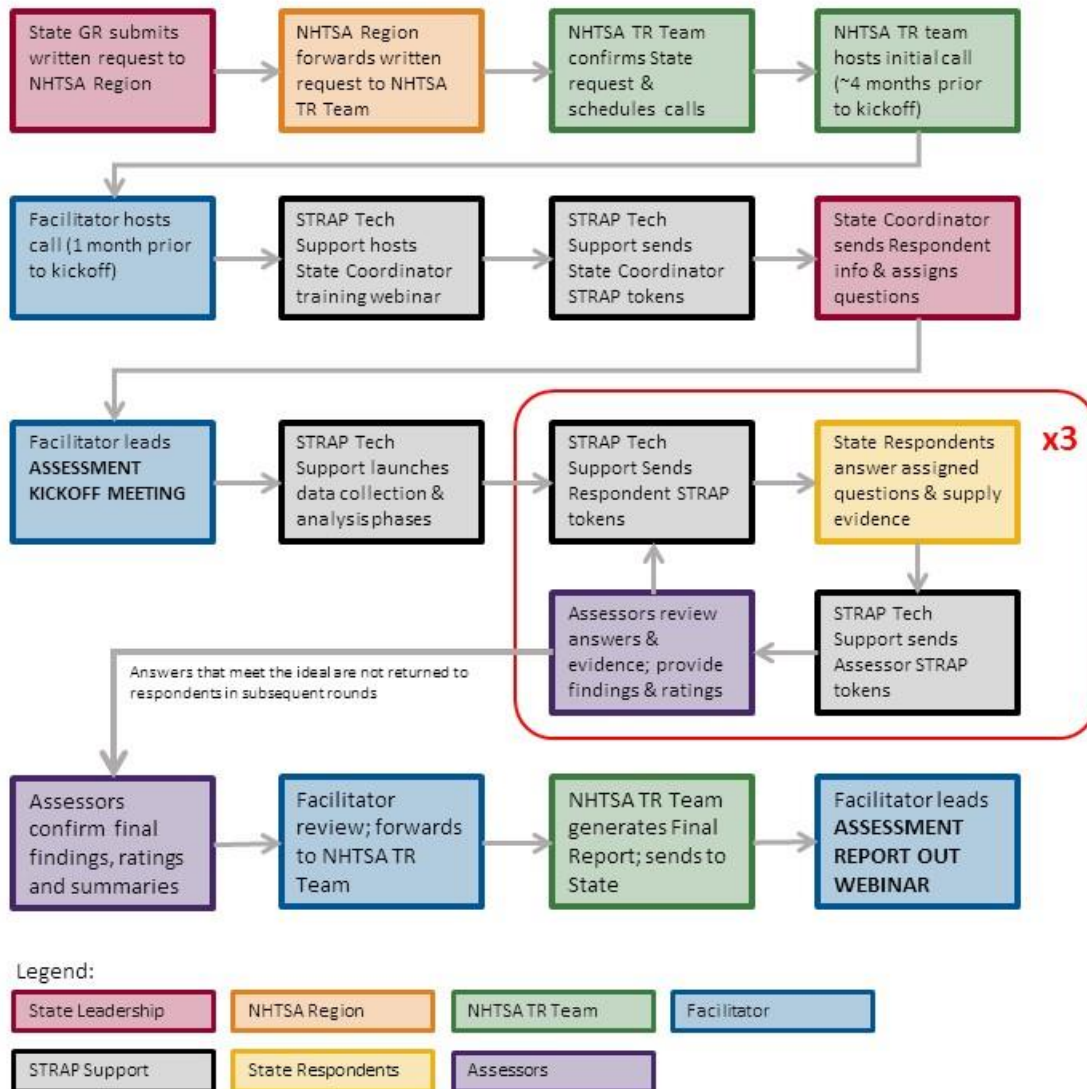
Figure 4: State Schedule for the Traffic Records Assessment

| | |
|-----------------------------------|-------------------|
| Kickoff | February 22, 2016 |
| Begin first Q&A Cycle | March 01, 2016 |
| End first Q&A Cycle | March 18, 2016 |
| Begin second Q&A Cycle | March 31, 2016 |
| End second Q&A Cycle | April 15, 2016 |
| Begin third Q&A Cycle | April 28, 2016 |
| End third Q&A Cycle | May 13, 2016 |
| Assessors’ Final Results Complete | May 26, 2016 |
| Final Report Due | June 03, 2016 |
| Debrief | June 14, 2016 |





Figure 5: State Traffic Records Assessment Process





Results

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'.

Legend:



Meets



Partially meets



Does not meet





Traffic Records Coordinating Committee Management

Illinois has both Technical and Executive level Traffic Record Coordinating Committees (TRCC) as well as Data Quality, Engineering Factors, and Planning subcommittees. The executive committee of the State Comprehensive Highway Safety Plan also serves as the executive committee chair of the Traffic Records Coordinating Committee. The members serve at the discretion of their department directors and have the authority to authorize agency support to the TRCC.

The Illinois Traffic Records Coordinating Committee has a large and diverse membership. The TRCC committee provides leadership and coordination required to develop, and implement a strategic plan. However, due to budget constraints, Illinois has not had a full time traffic records coordinator since February, 2015. The State needs a full time coordinator to ensure continued and regular coordination and communication among the various components of the traffic records systems. During the last several months the Technical TRCC Chair (Division of Traffic Safety, Research & Evaluation Unit Manager) has been doing both jobs as a chair of traffic records as well as traffic records coordinator.

The executive TRCC members approve actions for the systems they represent. The process by which the executive TRCC reviews and approves the plan is unclear since they have not held a meeting in two years. The State may want to consider having a process by which the executive TRCC reviews and approves the strategic plan, as well as commits to at least an annual meeting as required under MAP-21.

The TRCC include representation from the core data systems at both the executive and technical levels. Also, there are formal documents authorizing the TRCC (the 2016 Illinois TRA Charter and Memorandum of Understanding). For the most part, the TRCC provides the leadership and coordination necessary to develop, implement, and monitor the TRCC Strategic Plan.

Through the planning and implementation of technology projects, the TRCC consults with the appropriate State IT agency or office. As an example, when IDOT implemented an external online Safety Data Mart, an interactive query tool for users, the TRCC members, had to get the Bureau of Information Processing (IT department at IDOT) to plan, design, and maintain the system. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections. Data may be queried at the crash, person, and vehicle level.

The TRCC influences policy decisions that impact the State's traffic records system. During the TRCC quarterly meetings, all the TRCC grantees as well as other members of the committee discuss their projects or any other relevant traffic related issues. For example, under a TRCC grant the State funded a project to link FARS data to Trauma Registry data in order to augment missing BAC data items using a deterministic linkage methodology. Reportedly, most of the time, local or state police agencies do not report BAC level and do not contact the trauma centers to get the missing data elements including BAC. The result of the linked data enables the State to add all the missing BAC values to FARS data. In addition, the results of this project were shared with their training staff who regularly trained the officers on how to complete crash forms accurately and completely.





The TRCC also allocates federal traffic records improvement grant funds. The current 408 and 405c monies were used to fund several traffic safety related projects. During the last project selection period, based on the updated strategic plan that focuses on six components of data quality (timeliness, accuracy, consistency, completeness, accessibility, and data integration), the State identified types of traffic safety related projects and solicited applications from the State and local agencies that maintain the major traffic safety data, such as crash, health care, driver, vehicle, and citation data.

The State has coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments. During quarterly meetings, the committee discusses traffic records issues, challenges and progress that they have made in achieving high quality traffic safety related issues.

The State has a traffic records inventory: It consists of separate files that contain the records by system. It may be helpful to the TRCC members and others looking to do research to have one place to find all of the data that is available.

The Technical TRCC meets quarterly to discuss all traffic records related issues. Within the technical committee, there were three sub-committees:

1. Data Quality: Conduct data quality analyses and produce routine analysis of traffic safety related data elements.

There were a couple of meetings in 2015 to discuss crash data accuracy and completeness issues.

2. Planning: Conduct planning activities for the TRCC, including meeting planning, in a collaborative fashion that include a representative set of agency participants in TRCC meetings and activities. The main function of the committee was to review all TRCC grants and strategic plans and provide information and new activities to the technical committee. The Planning sub-committee has not met since March of 2015.

3. Engineering: Identify engineering solutions using crash location characteristics, trends and contributing factors analysis, and implement solutions through policy changes and corrective actions. The engineering sub-committee has not formally met, but the chairman of this committee has been in contact with the members through emails.

The TRCC oversees quality control and quality improvement programs impacting the core data systems. During the quarterly meetings the committee discusses all the data issues, including traffic records related projects that were funded through 408 and 405C funds.

The TRCC addresses technical assistance and training needs. During the past 12 months, the Technical Chair and acting Coordinator has made several presentations on issues including data quality and performance measures. Several aspects of data quality issues have been addressed by providing presentations and sharing several documents with the TRCC members. Also, table maps of the injury severities levels, based on crash data against the injuries (MAIS-scores) based on hospital discharge data, have been developed. This table shows the majority of the "A" injuries under the KABCO scale are mild and moderate injuries under the MAIS scores. This table was generated through linking the Illinois crash data to hospital discharge data, using 2011 crash and





hospital data.

The State TRCC allocates the federal traffic records improvement dollars (408/405c) to the projects as well as State and other federal funding such as HSIP and CDIP.

Question 1:

Does the State have both an executive and a technical TRCC?



Standard of Evidence:

Provide a charter and/or MOU. Also provide a roster with all members' names, affiliations, and titles for both the executive and technical TRCC.

Question Rank:
Very Important

Assessor conclusions:

The State has both Technical and Executive level TRCCs as well as Data Quality, Engineering Factors, and Planning subcommittees.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 2:

Do the executive TRCC members have the power to direct the agencies' resources for their respective areas of responsibility?



Standard of Evidence:

Provide a charter and/or memorandum of understanding (MOU). Also provide a roster with all members' names, affiliations, and titles for the executive TRCC.

Question Rank:
Very Important

Assessor conclusions:

The executive committee of the State Comprehensive Highway Safety Plan also serves as the executive committee of the Traffic Records Coordinating Committee. The members serve at the discretion of their department directors and have the authority to authorize agency support to the TRCC.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 3:

Does the executive TRCC review and approve actions proposed by the technical TRCC?



Standard of Evidence:

Provide a narrative example of recent actions or programs approved by the executive TRCC (e.g., an approved project or funding proposal).

Question Rank:
Very Important

Assessor conclusions:

The executive TRCC members approve actions for the systems they represent. The process by which the executive TRCC reviews and approves the plan is unclear since they have not held a meeting in two years. The State may want to consider having a process by which the executive TRCC reviews and approves the strategic plan, as well as commits to at least an annual meeting as required under MAP-21.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 4:

Does the TRCC include representation from the core data systems at both the executive and technical levels?



Standard of Evidence:

Identify the executive and technical TRCC members that represent the core data systems: crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance.

Question Rank:
Very Important

Assessor conclusions:

The TRCC include representation from the core data systems at both the executive and technical levels. Membership for all committees was provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 5:

Does the TRCC consult with the appropriate State IT agency or offices when planning and implementing technology projects?



Standard of Evidence:

Provide a narrative example of the TRCC's process of consulting the appropriate IT agency or offices. Identify the appropriate agency or offices and their responsibilities.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC consults with the appropriate State IT agency or offices when planning and implementing technology projects. As an example, when IDOT implemented an external online Safety Data Mart, an interactive query tool for users, members, had to get the Bureau of Information Processing (IT department at IDOT) to plan, design, and maintain the system. The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop down menu selections. Data may be queried at the crash, person, and vehicle level.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 6:

Is there a formal document authorizing the TRCC?



Standard of Evidence:

Provide the authorizing document (e.g. MOU, charter).

Question Rank:
Very Important

Assessor conclusions:

There is a formal document authorizing the TRCC. The State provided the 2016 Illinois TRA Charter and MOU.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 7:

Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the TRCC strategic plan?



Standard of Evidence:

Provide a narrative describing the TRCC's role in developing the TRCC strategic plan as well as implementation of a project detailed in the plan.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Traffic Records Coordinating Committee has a large and diverse membership, and has two tiers, both executive and working level groups. The TRCC committee provides leadership and coordination required to develop, and implement a strategic plan. (Filename: 2016 Illinois TRA Updated Strategic Plan (New)). However, since February, 2015, Illinois has not had a full time traffic records coordinator to ensure continued and regular coordination and communication among the various components of the traffic records systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 8:

Does the TRCC influence policy decisions that impact the State's traffic records system?



Standard of Evidence:

Provide a narrative describing a specific example of how the TRCC is engaged by component agencies in the course of their decision-making processes.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC influences policy decisions that impact the State's traffic records system. During the TRCC quarterly meetings, all the TRCC grantees as well as other members of the committee discuss their projects or any other relevant traffic related issues. For example, under a TRCC grant the State funded a project to link FARS data to Trauma Registry data in order to augment missing BAC data items using a deterministic linkage methodology. Reportedly, local or State police agencies do not report BAC levels and do not contact the trauma centers to get the missing data elements. The result of the linked data enables the State to add all the missing BAC values to FARS data. In addition, the results of this project were shared with their training staff who regularly trained the officers on how to complete crash forms accurately. A copy of the linked FARS and Trauma Registry study was provided under (File Name: 2016 Illinois TRA A Summary Report on FARS and Trauma Registry)

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 9:

Does the TRCC allocate federal traffic records improvement grant funds?



Standard of Evidence:

Specify what funds the TRCC is responsible for allocating (e.g., §405(c)) and provide a narrative describing how the TRCC allocated the most recent program year's funding.

Question Rank:
Very Important

Assessor conclusions:

The TRCC allocates federal traffic records improvement grant funds. The current 408 and 405c are used to fund several traffic safety related projects: (File Name: 2016 TRA Traffic Records Projects). During the last project selection period, the Plan focused on the six data quality components (timeliness, accuracy, uniformity, completeness, accessibility, and data integration), identified traffic safety related projects and solicited applications from the State and local agencies.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 10:

Does the TRCC identify core system performance measures and monitor progress?



Standard of Evidence:

Provide at least one performance measure for each of the six core systems and describe how the TRCC identified it and has tracked its progress over time.

Question Rank:
Very Important

Assessor conclusions:

The State has developed example performance measures for all of the systems but not all data manager have implemented the measures. TRCC members are encouraged to take advantage of the expertise from the SHSO and implement measures to monitor progress over time.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 11:

Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?



Standard of Evidence:

Provide the charter or MOU and minutes from the two most recent technical TRCC meetings.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does have meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments. During quarterly meetings, the committee discusses traffic records issues, challenges and progress that they have made in achieving high quality traffic safety data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 12:

Does the TRCC have a traffic records inventory?



Standard of Evidence:

Provide the traffic records inventory.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has separate documents containing data dictionaries for the traffic records systems. It would be helpful if this information was consolidated into a formal traffic records inventory.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 13:

Does the technical TRCC have a designated chair?



Standard of Evidence:

Provide a position description, identify the individual, and describe the chair's responsibilities.

Question Rank:
Very Important

Assessor conclusions:

The State has been using an employee who has another full time position to act as chair to the TRCC. The position provides leadership for the traffic records committee, develops the traffic records strategic plan, and chairs the TRCC meetings. A position description is in place to support a full time traffic records coordinator, but the position remains vacant because of a hiring freeze.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 14:

Does the TRCC have a designated coordinator?



Standard of Evidence:

Provide a position description, identify the individual, and describe the coordinator's responsibilities.

Question Rank:
Very Important

Assessor conclusions:

The State has been using an employee who has another full time position to act as the traffic records coordinator. The position provides leadership for the traffic records committee, develops the traffic records strategic plan, and chairs the TRCC meetings. A position description is in place to support a full time traffic records coordinator, but the position remains vacant because of a hiring freeze.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 15:

Does the executive TRCC meet at least once annually?



Standard of Evidence:

Provide a schedule of executive meeting dates from the past two program years.

Question Rank:
Somewhat Important

Assessor conclusions:

During the last two years, there was no formal executive committee meeting scheduled. The executive members were briefed of all the technical committee activities and minutes.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 16:

Does the technical TRCC meet at least quarterly?



Standard of Evidence:

Provide a schedule of technical TRCC meeting dates for the past program year. If the TRCC has topical sub-committees, identify these groups, their purposes, and meeting dates as well.

Question Rank:
Somewhat Important

Assessor conclusions:

The technical TRCC meets quarterly. In addition to the quarterly meetings the technical committee includes subcommittees of data quality, planning, and engineering. These subcommittees meet on an as needed basis.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 17:

Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?



Standard of Evidence:

Provide meeting minutes or reports that document the quality control activities that the TRCC undertakes regularly.

Question Rank:
Very Important

Assessor conclusions:

The TRCC oversee quality control and quality improvement programs impacting the core data systems. During the quarterly meeting, the committee discusses all the data issues including traffic records related projects that were funded through 408 and 405C. Meeting minutes were provided supporting these discussions as well a subcommittee minutes regarding data quality control issues and details.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
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Question 18:

Does the TRCC address technical assistance and training needs?



Standard of Evidence:

Document TRCC discussion of technical assistance and training needs with meeting agendas or minutes.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC addresses technical assistance and training needs. The Technical Chair and acting Coordinator has made several presentations on issues including data quality and performance measures. (File Name: 2016 Illinois TRA Example of Performance Measures). Also as evidence the State provided: Document TRCC discussion of technical assistance and training needs with meeting agendas or minutes. During the quarterly meeting, they have provided several presentations on data quality. During the past 12 months, They have several aspects of data quality issues by providing presentations and sharing several documents with the TRCC members (File Name: 2016 Illinois TRA Example of Data Quality Report). Also, table maps of the injury severities levels, based on crash data against the injuries (MAIS-scores) based on hospital discharge data, have been developed. This table shows the majority of the "A" injuries under the KABCO are mild and moderate injuries under the MAIS scores. This table was generated through linking the Illinois crash data to hospital discharge data, using 2011 crash and hospital data.

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| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
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Question 19:

Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?



Standard of Evidence:

Provide an inventory of federal funds used to support traffic records improvement projects in the last program year.

Question Rank:
Very Important

Assessor conclusions:

The State allocates the federal traffic records improvement dollars (408/405c) to the projects as well as State and other federal funding such as HSIP and CDIP.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
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Strategic Planning

The State has done a good job continuing the work of the Traffic Records Coordinating Committee, including strategic planning, despite the absence of a full time Traffic Records Coordinator. The last major revision of the plan was done in 2014 to reflect the last assessment. Each year the State produces an update that shows the current projects and the relationship to the system and area of improvement they represent. This update is accepted by the TRCC and the executive committee members.

The State could benefit by merging several documents into the strategic plan, including the annual update and budget reports. Although the update shows what area of improvement the projects are connected with, there is a lack of quantifiable performance measurement. The State has a resource within the DOT with vast experience to help system owners in developing measures as evidenced by the meeting notes.

The update includes a level of effort but a useful addition would be the inclusion of project priority level as well. The project description and application form is detailed and includes responsibilities and timelines as well as quality improvement measures. Other states may want to borrow this.

Although the draft final of the strategic plan is sent to stakeholders for comment, the State may want to consider polling users, particularly local users and collectors regarding their needs to be sure the plan reflects them particularly in regard to training and equipment.

Filling the Traffic Records Coordinator position will be a great benefit to the State. The Coordinator could be instrumental in ensuring the executive committee meets at least annually as required. Currently the committee has not met in two years. This position has a full set of responsibilities that include assisting in the development of a new strategic plan based on this assessment as well as incorporating quantifiable performance measures.

Question 20:

Does the TRCC develop the TRCC strategic plan?

Standard of Evidence:

Document the process undertaken by the TRCC in developing the strategic plan.

Assessor conclusions:

The State's TRCC strategic plan was last revised in August 2014 to reflect the most current State assessment. The State uses a separate update document to track yearly updates, including the projects, status updates, and prioritization. Both the TRCC and the Executive Committee approve the yearly update document.



Question Rank:
Very Important

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 21:

Does the TRCC strategic plan address existing data and data systems deficiencies and document how these deficiencies are identified?



Standard of Evidence:

Identify, with appropriate citations, how the strategic plan addresses existing data and data systems deficiencies and documents how they were identified.

Question Rank:
Very Important

Assessor conclusions:

The TRCC strategic plan includes the deficiencies identified in the last traffic records assessment and the planned mitigating strategies for each of the core performance areas. Each core performance area contains at least one improvement area (i.e. timeliness, accuracy, completeness, integration, uniformity, accessibility).

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 22:

Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?



Standard of Evidence:

Identify, with appropriate citations, how the strategic plan identifies strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems.

Question Rank:
Very Important

Assessor conclusions:

The strategies and projects listed in the plan will all help to improve data quality. All core systems are represented. The revised update now also indicates which area of improvement is targeted by the strategies. The State would be well served to include performance measures associated with them indicating the metric, baseline measurement, goal, and progress over time.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 23:

Does the TRCC strategic plan indicate what funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?



Standard of Evidence:

Identify, with appropriate citations, how efforts detailed in the plan are funded and explain how these allocations address the plan's stated goals as specified in the strategic plan.

Question Rank:
Very Important

Assessor conclusions:

The strategic plan and allocation supplement show how the funds relate to the projects in the strategic plan. However, the funding information for each of the projects is maintained in a document separate from the strategic plan.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 24:

Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC prioritizes traffic records improvement projects as specified in the strategic plan.

Question Rank:
Very Important

Assessor conclusions:

The State has a project submission and review process conducted by the technical committee. The technical committee ranks the applications, then votes and approves top ranking applicants. A finalized list of recommended projects is sent to the Governor's Highway Safety Representative (GR) for review and approval.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 25:

Does the TRCC have a process for identifying performance measures and corresponding metrics for the six core data systems in the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC identifies performance measures and any corresponding metrics for each of the six core data systems as specified in the strategic plan.

Question Rank:
Very Important

Assessor conclusions:

The State developed some performance measures for injury surveillance data but these do not appear to be part of the strategic plan. The May 2016 plan update shows the projects by system and area of improvement impacted. Unfortunately, there is a lack of quantifiable performance measurement corresponding to the projects. It is hoped that as budget issues get resolved, this aspect can be added to the annual update.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 26:

Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC identifies and addresses technical assistance and training needs as specified in the strategic plan.

Question Rank:
Somewhat Important

Assessor conclusions:

Hiring a full-time Traffic Records Coordinator will be a tremendous boost to the TRCC. This person will be able actively seek stakeholders who are interested in the traffic records community. This will enable the committee to learn more and take part in opportunities for technical assistance and training.

The TRCC may also want to look to the larger stakeholder communities: the collectors, data entry staff, users, and system maintainers, to assess their training needs or help with technical assistance. Data quality measures can also be a source of determining training needs.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 27:

Does the TRCC have a process for leveraging federal funds and assistance programs in the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC leverages federal funds and assistance programs as specified in the strategic plan.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC leverages the federal traffic records improvement funds to implement the strategic plan. The State acknowledges they could improve upon their process in order to more fully take advantage of funding opportunities.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 28:

Does the TRCC have a process for establishing timelines and responsibilities for projects in the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC establishes timelines and responsibilities for projects in the plan.

Question Rank:
Very Important

Assessor conclusions:

The State uses a detailed project description and application form that includes responsibilities and timelines as well as quality improvement measures. The form is very well done.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 29:

Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?



Standard of Evidence:

Identify, with appropriate citations, how the TRCC integrates State and local data needs and goals into the TRCC strategic plan.

Question Rank:
Very Important

Assessor conclusions:

The TRCC conducted a gap analysis by asking all the stakeholders as well as the data users to review the recommended items from the last assessment and add additional items that were not included in the assessment. The results were used in the development of the strategic plan. The TRCC may also want to poll the State and local agencies regarding their needs and goals. For example a law enforcement agencies may need computers to enter crash reports and citations electronically or the EMS community may need training developed that could be completed online for improving the quality of ambulance run data.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 30:

Does the TRCC consider the use of new technology when developing and managing traffic records projects in the strategic plan?



Standard of Evidence:

Identify, with appropriate citations, a project or projects in the strategic plan whose development included the application or consideration of new technology.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC members consider technological solutions in many areas, particularly data collection and data accessibility.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 31:

Does the TRCC consider lifecycle costs in implementing improvement projects?



Standard of Evidence:

Identify, with appropriate citations, a project or projects in the strategic plan whose development included consideration of lifecycle costs.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC considers overall project cost, including lifecycle costs when determining the level of effort. This ranking includes costs as well as work involved but the process to determine the ranking is not clear. The State may want to consider a section that explains what the rankings mean and how they are derived.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 32:

Is the strategic plan responsive to the needs of all stakeholders, including local users?



Standard of Evidence:

Identify, with appropriate citations, specific instances demonstrating that local stakeholder needs are incorporated into the TRCC's strategic plan.

Question Rank:
Somewhat Important

Assessor conclusions:

The TRCC developed a draft copy of the strategic plan, then conducted a gap analysis by sending the plan to all stakeholders and data users for review and comment. All the comments and suggested new traffic records items were incorporated into the strategic plan document for further review and approval of technical and executive committees. The TRCC may want to consider polling local users regarding their needs.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 33:

Does the strategic plan make provisions for coordination with key federal traffic records data systems?



Standard of Evidence:

Provide a narrative demonstrating how the strategic plan coordinates with key federal traffic records data systems. Provide citations from the strategic plan if appropriate.

Question Rank:
Somewhat Important

Assessor conclusions:

The Federal Highway Administration (FHWA) Division office, the NHTSA regional office, and Federal Motor Carrier Administration (FMCSA) Division office are involved in the TRCC and data is made available for the federal traffic records data systems.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 34:

Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?



Standard of Evidence:

Provide a narrative detailing the processes used by the TRCC to identify and address impediments to coordination with key Federal traffic records data systems. Provide citations from the strategic plan if appropriate.

Question Rank:
Very Important

Assessor conclusions:

The TRCC technical committee includes representatives from all three Federal Agencies (NHTSA, FHWA, and FMCSA). A good example of coordinating federal data issues is in reporting crash data to SafetyNet. Since 2011, the State uses an integrated system that allows them to transfer data electronically to the SafetyNet system.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 35:

Is the TRCC's strategic plan reviewed and updated annually?



Standard of Evidence:

Provide a narrative detailing the frequency and depth of strategic plan reviews and updates. Identify the stakeholder agencies represented in the review process. Provide a schedule or cite the plan itself if appropriate.

Question Rank:
Very Important

Assessor conclusions:

The strategic plan is updated annually using input from technical committee members and grantees. Members provide input, comment, and approval of the annual plan update.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Crash

The Illinois Department of Transportation, Division of Traffic Safety is the custodian of the statewide crash information system. The data extracted from their information system is used by various agencies and organizations in strategic planning, as well as, to direct resources. Both State and local engineering divisions use the crash data to identify and evaluate potential safety roadway improvement. The data from the Crash Information System is a critical tool in the development process of the State's Highway Safety Plan and also the Strategic Highway Safety Plan. EMS uses the crash data as a tool to research risk factors for motor vehicle crashes. Crash data is used to evaluate traffic safety programs. CODES projects are funded to provide probabilistic linkage between systems for research, such as FARS and EMS.

The Illinois State Police, as well as several large police agencies throughout the State use the crash data to determine best placement of law enforcement efforts in order to reduce crashes. This information is also key in placing automated traffic enforcement devices. DDACTS is not quite linked, but is underway in a large metro area of Illinois.

The last update to the crash form took place in 2013. Both MMUCC and ANSI D16 were used during the revision process. The current form is over three-quarters compliant with the current MMUCC elements. The data dictionary is well organized, providing definitions of each element, FARS notations and also the page number for the correlating section in the law enforcement manual. Other supporting documents such as the manual and template are kept consistent with the latest update. The edit checks and validations are not part of the data dictionary but are given to the vendors in an easy to follow guide, which is maintained and updated along with the other crash report documents. Linkages are not defined in the data dictionary.

Illinois has been working diligently to become 100 per cent electronic in the submission of their crash reports. As part of this process, IDOT has developed their Crash Information System (CIS) to allow for electronic submissions by approved vendors. XML Guides are given to vendors, who must develop their system in strict compliance. Edit checks and validations are applied to crash reports prior to the submission to the State system. Incorrect data is not allowed into the crash information system.

Paper crash reports are submitted to IDOT where they are scanned/entered into the CIS system. Follow-up on paper crash reports with errors is conducted by IDOT employees. IDOT governs the flows and processes of the data as it is entered from the various sources through to submission to CIS. FARS and SafetyNet data is extracted from CIS and provided to the respective systems.

Currently, IDOT is receiving 55 per cent of their crashes electronically from law enforcement agencies. They have a plan in place to encourage the remaining agencies to become electronic. There are currently 211 agencies submitting 100 percent of their crash reports electronically. Chicago PD, the largest of the local agencies, is new to the process and is working towards submitting 100 per cent electronically. Once they reach this goal, overall State submissions will be over 80 per cent electronic. Several other agencies are nearing the 100 per cent goal as well.

The Safety Portal is an online dashboard for authorized users to gain information concerning submitted reports including their completeness and timeliness. The portal is also used to communicate data quality issues to the State's law enforcement agencies. Law enforcement





agencies can view errors common to the overall system, as well as, their individual agency. These reporting issues are used to impact training using the portal for the agencies. The Safety Portal also allows State staff to easily identify which law enforcement agencies are underreporting. A Collaboration Forum is part of the Safety Portal. It is used to send announcements and reporting updates to the agencies as well as provide feedback back to the State.

Performance measures are a critical tool in evaluating the progress of a crash information system. Illinois has been tracking performances measures and targets for five of the data quality improvement areas since 2013. Accessibility is the only area in which they are not complete. The TRCC’s Data Quality Subcommittee provides quarterly updates on projects and goals involving the Crash Information System.

Interfacing crash to other systems is limited to vehicle, driver and some criminal data to the adjudication systems. The Law Enforcement Agencies Data System (LEADS) is the data system to facilitate the interface and populates driver and vehicle information into the Crash information System through nightly batch processes. CIS posts the crash occurrence and severity data to driver record through the same process.

Question 36:

Is statewide crash data consolidated into one database?



Standard of Evidence:

Provide a description of the statewide database and specify how the data is consolidated.

Question Rank:
Somewhat Important

Assessor conclusions:

The crash data is consolidated into one system, the Crash Information System. All paper files are scanned into this system, electronic files are submitted into the system as well. FARS and CMV crashes are extracted.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 37:

Is the statewide crash system's organizational custodian clearly defined?



Standard of Evidence:

Identify what agency has the custodial responsibility for the statewide crash system, detail the extent of the agency's role, and provide all relevant statutes.

Question Rank:
Very Important

Assessor conclusions:

The Illinois State Code provides for the responsibility and custodian of the statewide crash system.

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 38:

Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?



Standard of Evidence:

Provide the fatal crash inclusion criteria for the statewide crash system.

Question Rank:
Very Important

Assessor conclusions:

Illinois follows the ANSI Manual for a fatal crash criteria. Each of the criteria must be met in order to define the crash as a fatal.

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 39:

Does the State have criteria requiring the submission of injury crashes to the statewide crash system?



Standard of Evidence:

Provide the injury crash inclusion criteria for the statewide crash system.

Question Rank:
Very Important

Assessor conclusions:

The definitions of injury levels used by the State were provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 40:

Does the State have criteria requiring the submission of PDO crashes to the statewide crash system?



Standard of Evidence:

Provide the PDO crash submission criteria for the statewide crash system.

Question Rank:
Very Important

Assessor conclusions:

The State of Illinois includes separate property damage crash reporting thresholds for insured drivers and uninsured drivers. It is not clear if this separate criteria impact crash reporting uniformity.

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| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 41:

Does the statewide crash system record crashes occurring in non-trafficway areas (e.g., parking lots, driveways)?



Standard of Evidence:

Provide the non-trafficway reporting criteria for the statewide crash system.

Question Rank:
Somewhat Important

Assessor conclusions:

Crashes occurring in non-traffic ways are included in the statewide system. They are not regularly included in statistical reports.

| | | | | | |
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| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
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Question 42:

Is data from the crash system used to identify crash risk factors?

Standard of Evidence:

Provide example reports and/or analyses that examine locations, roadway features, behaviors, driver characteristics, or vehicle characteristics as they relate to crash risk. If referencing large documents like the SHSP, please cite relevant page numbers.

Assessor conclusions:

Illinois does well to incorporate the data from the crash system in several facets of strategic planning. It is used as part of the development process in the State's Highway Safety Plan and also their Strategic Highway Safety Plan. Motor vehicle crash data as reported in the EMS is also used as a tool to research risk factors.



Question Rank:
Very Important

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| Respondents assigned | 10 | Responses received | 7 | Response rate | 70% |
|-----------------------------|----|---------------------------|---|----------------------|-----|

Question 43:

Is data from the crash system used to guide engineering and construction projects?

Standard of Evidence:

Describe the State's network screening and countermeasure selection processes. Describe how construction projects are funded based on the analysis of crash data. If referencing large documents like the SHSP, please cite relevant page numbers.

Assessor conclusions:

The data from the crash system is analyzed by state and local engineering to identify and evaluate potential safety improvements.



Question Rank:
Very Important

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|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 9 | Responses received | 6 | Response rate | 66.7% |
|-----------------------------|---|---------------------------|---|----------------------|-------|





Question 44:

Is data from the crash system regularly used to prioritize law enforcement activity?



Standard of Evidence:

Provide a sample location-based analysis and any associated law enforcement activities. If a State DDACTS program exists, provide details.

Question Rank:
Very Important

Assessor conclusions:

Crash data is used statewide to determine law enforcement activity in efforts to reduce crashes and is also a key component in determining the location for automated traffic enforcement devices. DDACTS is not quite linked yet, although there is a project underway.

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|-----------------------------|-----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 10 | Responses received | 8 | Response rate | 80% |
|-----------------------------|-----------|---------------------------|----------|----------------------|------------|

Question 45:

Is data from the crash system used to evaluate safety countermeasure programs?



Standard of Evidence:

Describe how crash data is used to evaluate safety countermeasure programs. If referencing large documents like the SHSP, HSP, or Crash Facts, please cite relevant page numbers.

Question Rank:
Very Important

Assessor conclusions:

The crash data in Illinois is used to evaluate many programs across the traffic records community, from roadway to EMS to the Highway Safety Plan itself. The crash data is used as an evaluation tool for many program areas within the Highway Safety Plan to determine progress during the program year.

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| Respondents assigned | 10 | Responses received | 6 | Response rate | 60% |
|-----------------------------|-----------|---------------------------|----------|----------------------|------------|





Question 46:

Is MMUCC a primary source for identifying what crash data elements and attributes the State collects?



Standard of Evidence:

Provide a narrative description of the process by which MMUCC was used to identify what crash data elements and attributes are included in the crash database and on the Police Accident Report (PAR).

Question Rank:
Very Important

Assessor conclusions:

MMUCC and ANSI D16 were used to revise the form in 2013 and will be used for periodic updates in the future. The State is currently 76.6% compliant.

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 47:

Are the ANSI D-16 and ANSI D-20 used as sources for the definitions in the crash system data dictionary?



Standard of Evidence:

Provide a narrative description of the process by which ANSI D-16 and ANSI D-20 were used to define data elements in the crash system's data dictionary and user manual.

Question Rank:
Somewhat Important

Assessor conclusions:

ANSI D16 is used for definitions and updates. It is implied that D20 was used due to the process of developing MMUCC. There was no any evidence given that it was used in creating its forms and definitions.

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 48:

Does the data dictionary provide a definition for each data element and define that data element's allowable values?



Standard of Evidence:

Provide a copy of the crash system data dictionary.

Question Rank:
Very Important

Assessor conclusions:

The data dictionary provides a definition of each of the data elements. Additionally, the elements are noted if tied to FARS. There was also a reference to the law enforcement manual by page for each definition.

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|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 49:

Does the data dictionary document the system edit checks and validation rules?



Standard of Evidence:

Provide a copy of the crash system data dictionary. If the crash system edit checks and validation rules are documented elsewhere, provide the appropriate document.

Question Rank:
Somewhat Important

Assessor conclusions:

The edit checks and validation rules are not located within the data dictionary. However, the State has developed a detailed xml guide providing the vendors the necessary directions to become certified within the State to provide crash reporting service. Additionally the edit check and validations are provided in this guide and are clear and easy to understand for the user and vendor.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 50:

Is the data dictionary up to date and consistent with the field data collection manual, coding manual, crash report, and any training materials?



Standard of Evidence:

Describe the processes to update the crash system's data dictionary, field data collection manual, coding manual, crash report, and training manuals. Specify which of the documents exist and describe processes to keep them consistent with each other.

Question Rank:
Very Important

Assessor conclusions:

The crash report was last updated in 2013. The crash report, manual, templates and other supporting documents are consistent with this date. In the case of an amendment during a non-update year, all other documents are reviewed and amended as well.

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| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 51:

Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?



Standard of Evidence:

Provide a list of data elements that are populated in the crash system through linkages to other traffic records system components (e.g., the driver file, the vehicle file, the roadway inventory, or statewide mapping system).

Question Rank:
Somewhat Important

Assessor conclusions:

There are no linkages defined in the data dictionary. FARS elements are referenced, but not linked.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 52:

Do all law enforcement agencies collect crash data electronically?



Standard of Evidence:

Provide a list of all reporting agencies and specify their data collection methods. Specify any State plans for achieving 100% electronic in-field data collection.

Question Rank:
Somewhat Important

Assessor conclusions:

The State is working towards 100% electronic crash reporting. Currently, they are receiving 55% of their crashes electronically. They are working with the remaining agencies to determine what the needs are and encouraging them to move toward electronic submission.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 53:

Do all law enforcement agencies submit their data to the statewide crash system electronically?



Standard of Evidence:

Describe—using a narrative or flow diagram—all data submission processes used to transmit data from collecting agencies to the statewide crash data system. Include the percentage of total data submitted for each specified method.

Question Rank:
Very Important

Assessor conclusions:

The State is working to increase the number of agencies submitting electronically. Based on the report provided by the State, there are currently 211 agencies submitting crashes electronically at 100%. Many other agencies are nearing that mark.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 54:

Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?



Standard of Evidence:

Describe the validation processes used by the collecting agencies. Specify if the validation rules are applied to the data prior to submission to the statewide crash system. Include, in the description, how the validation rules are distributed to the collecting agencies and how the State checks the submitted data for consistency to rules in the statewide crash system.

Question Rank:
Very Important

Assessor conclusions:

Edit checks and validation rules are applied at the front end, prior to submission to the State system. All vendors producing systems for electronic submission must be approved by IDOT. XML Guide lists procedures that must be followed.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 55:

Does the State maintain accurate and up to date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data—including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?



Standard of Evidence:

Provide a process flow diagram (preferred) or narrative description documenting key processes governing the collection, reporting, and posting of crash data—including the submission of fatal crashes to the State FARS unit and commercial vehicle crashes to SafetyNet.

Question Rank:
Very Important

Assessor conclusions:

Illinois has documentation that governs the flow and process of the data as it is entered from the source to submission to the statewide database. The process flow diagram demonstrates how data are extracted and provided to FARS and to SafetyNet.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 56:

Are the processes for managing errors and incomplete data documented?



Standard of Evidence:

Provide a process flow diagram (preferred) or narrative description documenting the processes for managing errors and incomplete data.

Question Rank:
Very Important

Assessor conclusions:

The Safety Portal allows law enforcement agencies to view the common errors found in crash reporting. These errors are given in an overall system level, as well as, by individual agency. In addition, the portal includes instructions on how agencies should submit complete and accurate crash reports.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 57:

Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?



Standard of Evidence:

Provide a copy of the retention policy.

Question Rank:
Somewhat Important

Assessor conclusions:

The retention schedule is sufficient for long term analysis.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 6 | Responses received | 4 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 58:

Does the crash system interface with the driver system?



Standard of Evidence:

Provide narrative description of the crash-to-driver system interfaces that enable: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records, and/or identification of the driver's prior crash involvement?

Question Rank:
Somewhat Important

Assessor conclusions:

LEADS (Law Enforcement Agencies Data System), owned and operated by the Illinois State Police, is utilized by owners of the Crash Information System. Driver, tag and criminal information is pulled from LEADS and entered into the Crash System.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 59:

Does the crash system interface with the vehicle system?



Standard of Evidence:

Provide narrative descriptions of the crash-to-vehicle system interfaces that enable: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.

Question Rank:
Somewhat Important

Assessor conclusions:

LEADS (Law Enforcement Agencies Data System), owned and operated by the Illinois State Police, is utilized by owners of the Crash Information System. Driver, tag and criminal information is pulled from this system and entered into the Crash System.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 60:

Does the crash system interface with the roadway system?



Standard of Evidence:

Provide narrative descriptions of the crash-to-roadway interfaces that enable: verification and validation of the roadway information, and/or identification of inconsistencies between the crash and roadway records.

Question Rank:
Somewhat Important

Assessor conclusions:

Crash records that have a location information receive Roadway identifiers that allow them to be "attached" to Highway Information System. However there are some difficulties with this process. The process has been reported as hard to use due to the amount of data required to provide an accurate location.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 61:

Does the crash system interface with the citation and adjudication systems?



Standard of Evidence:

Provide narrative descriptions of the crash-to-citation and -adjudication interfaces that enable: verification and validation of citations and/or alcohol or drug test information in the crash record; identification of any inconsistencies between crash and citation records; and access to criminal history, contact history, and location history.

Question Rank:
Somewhat Important

Assessor conclusions:

The Crash Information System interfaces nightly with the Drivers Division to pull information that is used to update the Driver History in their records. The information transferred refers to crash occurrence and crash severity which then goes into the Driver's record. FARS also uses this process to gather information for driver history. While this indicates that interfacing is done, there appears to be only partial transmittal of information. There is no mention of Citation verification or validation, alcohol or drug test followups, or identification of inconsistencies.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 62:

Does the crash system interface with the injury surveillance system?



Standard of Evidence:

Provide narrative descriptions of the crash-to-injury surveillance interfaces that enable: verification and validation of EMS information, and identification of inconsistencies between crash and EMS records.

Question Rank:
Somewhat Important

Assessor conclusions:

CODES projects use probabilistic linkage between data to build interfaces between systems. Illinois has continued to fund these projects to conduct research projects such as relating FARS data to EMS data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 63:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

Question Rank:
Very Important

Assessor conclusions:

Edit checks and validations are built into the XML specification. Incorrect data is not allowed to be submitted to the State crash system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 64:

Is limited state-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?



Standard of Evidence:

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide crash database.

Question Rank:
Somewhat Important

Assessor conclusions:

State level staff members have the ability correct errors of omission and incorrect data elements. Methods are in place to document the original officer submitted data and the correction made by quality control staff.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 65:

Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?



Standard of Evidence:

Provide the formal methodology or describe the process by which rejected crash reports are returned to the originating officer and then resubmitted to the statewide crash database.

Question Rank:
Very Important

Assessor conclusions:

Illinois has a formal process of rejecting crash reports. Reports submitted electronically are not accepted until all critical edits are passed. For scanned or paper submitted reports, the submitting agency is contacted and a corrected report is requested. Quality control staff are specifically trained to manage the process of requesting corrected crash reports, identifying missing reports, and the need for additional information. Paper crash reports are reviewed for the possible duplicate reports and if duplicated, checked for possible supplemental or additional information.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 66:

Are there timeliness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system timeliness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

Performance measures for the crash data from 2013 through 2016 were provided. Each of the five data quality improvement areas have a performance measure and are measured and tracked.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 67:

Are there accuracy performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system accuracy measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

Performance measures for the crash data from 2013 through 2016 were provided. Each of the five data quality improvement areas have a performance measure and are measured and tracked.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 68:

Are there completeness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system completeness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

Performance measures for the crash data from 2013 through 2016 were provided. Each of the five data quality improvement areas have a performance measure and are measured and tracked.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 69:

Are there uniformity performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system uniformity measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

Performance measures for the crash data from 2013 through 2016 were provided. Uniformity was listed as one of the data quality measures.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 70:

Are there integration performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system integration measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

The State has performance measures which specify which files are being linked and the number of years of data that are projected to be linked.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 71:

Are there accessibility performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of crash system accessibility measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Somewhat Important

Assessor conclusions:

The current accessibility data is tracked by the Safety Portal. The site has the ability to monitor the number of registered users based on roles, such as law enforcement, engineers, federal partners, etc. This provides part of an accessibility measurement. The website also provides the user the ability to request data via email. Either counting requests or the number of "hits" on the portal, would provide an excellent opportunity to complete the accessibility measure.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 72:

Has the state established numeric goals—performance metrics—for each performance measure?



Standard of Evidence:

Provide the specific, State-determined numeric goals associated with each performance measure in use.

Question Rank:
Very Important

Assessor conclusions:

The documentation provided to show the performance measures also shows the projected goals for each data quality program areas, except accessibility.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 73:

Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?



Standard of Evidence:

Provide a sample report, list of receiving law enforcement agencies, and specify the frequency of issuance.

Question Rank:
Very Important

Assessor conclusions:

Law enforcement agencies can access their data once its posted in the statewide Safety Portal through an "underreporting dashboard". The State also contacts agencies that are underreporting throughout the year. The Safety Portal's administrative view of the dashboard allows State staff to easily identify which agencies are underreporting.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 74:

Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.

Question Rank:
Very Important

Assessor conclusions:

The Agency has a process in place for identifying frequent errors through its XML system and does make these known to law enforcement agencies through the Safety Portal. Changes to the manual often stem from specific issues with data elements. Typically changes to the manual are usually done according to MMUCC or legislative releases.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 75:

Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?



Standard of Evidence:

Provide the formal methodology or describe the process by which quality control reviews comparing the narrative, diagram, and coded contents of the report are considered part of the statewide crash database's data acceptance process.

Question Rank:
Somewhat Important

Assessor conclusions:

The diagram and narrative are required for submission to the State's crash system. For the overall crash data system, there are only periodic checks or comparisons conducted between the diagram, narrative and coded elements for known issues. The fatal crashes are scrutinized more heavily by two employees to ensure all elements have been completed.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 76:

Are independent sample-based audits periodically conducted for crash reports and related database contents?



Standard of Evidence:

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

Question Rank:
Somewhat Important

Assessor conclusions:

Audit-based data quality reviews are not conducted periodically. Efforts are made to improve the data as issues are discovered. However, these efforts are not conducted regularly.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 77:

Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?



Standard of Evidence:

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

Question Rank:
Very Important

Assessor conclusions:

Yearly trend publications are conducted that compare each agency with their 5 year average. Additionally, graphs show the monthly reporting for each agency. This provides the State as well as the agency with under reporting data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 78:

Is data quality feedback from key users regularly communicated to data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

Question Rank:
Somewhat Important

Assessor conclusions:

The Agency can receive feedback through the Collaboration Forum within the Safety Portal. It also can inform users through the same system. Key users are also informed of any issues or discrepancies with their data via Announcements in the Safety Portal. All law enforcement agencies in Illinois have been notified of the Safety Portal and informed as to the features that the System provides.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 3 | Response rate | 75% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 79:

Are data quality management reports provided to the TRCC for regular review?



Standard of Evidence:

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

Question Rank:
Very Important

Assessor conclusions:

Illinois TRCC has a Data Quality Subcommittee which provides updates quarterly. One of their goals is to decrease blanks and unknowns in crash reports. The Goals document also references the Safety Portal's capability of producing error reports. But there is no documentation of regular reporting to or review by the ITRCC of quality management reports.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 5 | Responses received | 4 | Response rate | 80% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Vehicle

The Vehicle Services Department located in the Illinois Secretary of State Office (SOS) is responsible for vehicle titling, registration and the data systems associated with these processes. Titling and registration information are maintained on two separate systems. The titling system is for vehicle ownership history and the registration system is for registration plates (tags). It is unclear if these two systems are linked to keep data synchronized. Both systems have been in existence for several years and have undergone numerous updates, patches and rewrites to meet Illinois titling and registration needs. The Vehicle Services Department responses did not mention plans to replace or update the systems. A well designed updated vehicle system can improve efficiency, effectiveness and productivity. It may be time to consider revamping and replacing the current vehicle systems with one new system using current technology which would support integrated data, real time processing and other benefits.

Customers may start their original titling and registration process on Illinois's Electronic Registration and Titling (ERT) system, but are required to complete the processes at a Secretary of State Branch office or through the mail. Renewals may be done online. Vehicle Identification Numbers (VIN) are decoded and validated by R. L. Polk software. Title information, ownership history and title brands are queried through the National Motor Vehicle Title Information System (NMVTIS). Queries to the NMVTIS are done daily through batch files. A title record cannot be created or a title issued until the request has cleared NMVTIS. Illinois recognizes and records four title brands: Junk, Rebuilt, Flood and Salvage. These brands are defined by statute. The Vehicle Services Department relies on NMVTIS for out of state vehicle brand history. Illinois is compliant with American Association of Motor Vehicle Administrators (AAMVA) titling and brand standards. Illinois participates in and is compliant with the Federal Motor Carrier Safety Administration's (FMCSA) Performance Registration Information System Management (PRISM).

Vehicle titles and Registration Identification Cards are not barcoded. The SOS's Department of Information Technology is waiting for Illinois law enforcement agencies to provide barcode specifications that would be compatible with their electronic readers. No information was provided regarding the status of this project. The adoption and use of barcodes would improve efficiency and accuracy of information collection especially for titling transactions, issuing citations and completing crash reports. The SOS is encouraged to develop an interagency working group to develop and implement a plan to adopt and incorporate barcodes on all vehicle titles and Registration Identification Cards.

The Vehicle Services Department does not have a formal process for purging title information. Currently, the decision to purge information is based more on system constraints and space requirements rather than business decisions. It was reported the last time title information was purged was 1999. Vehicle Services maintains the title record information to support law enforcement activities. The Vehicle Services Department should consider developing a sound business related titling purge plan that supports law enforcement needs.

Illinois vehicle and driver information are separate and unlinked data systems. Although both vehicle and driver staff may access each other's systems, it is unclear how and when this is updated. The potential for having inaccurate information in either system is probably very high. Ideally, the vehicle and driver systems should be integrated so changes, especially with personal information, would update automatically in both systems. This would be beneficial to law enforcement when completing citations and crash reports and help with information accuracy.





Integrating or linking the vehicle and driver systems and adding barcodes to titles and Registration Identification Cards would support accurate information collection and improve processing efficiency.

The Vehicle Services Department has established several processes and reports associated with vehicle information processing. Its primary measurement instrument is “customer satisfaction”. Yearly, audits are completed to determine compliance with existing procedures and statutes. However, it has not established a formal data quality management program as described in the Traffic Records Program Assessment Advisory. Performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility have not been formally established. The Vehicle Services Department staff are encouraged to review the Advisory and the Model Performance Measures for State Traffic Record Systems (Report No. DOT HS 811 441 available at www-nrd.nhtsa.dot.gov/Pubs/811441.pdf) and begin the process for developing and implementing a comprehensive vehicle data system quality management program.

The Vehicle Services Department is also encouraged to collaborate with Illinois’s Traffic Records Coordination Committee (TRCC) and work towards incorporating the vehicle data systems into the TRCC data projects. This collaboration will support the collection and the exchange of quality information that can be used to improve Illinois’s highway and traffic safety efforts.

Question 80:

Does custodial responsibility of the identification and ownership of vehicles registered in the State—including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)—reside in a single location?



Standard of Evidence:

Provide the custodial agency's name.

Question Rank:

Somewhat Important

Assessor conclusions:

Custodial responsibility of the identification and ownership of vehicles registered in Illinois resides under the Illinois Secretary of State's Office (SOS). The two main systems include the vehicle title ownership data base and the vehicle registration (license plate) database.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 81:

Does the State or its agents validate every VIN with a verification software application?



Standard of Evidence:

Describe the circumstances in which the VIN is validated and used.

Question Rank:
Less Important

Assessor conclusions:

The State uses the industry standard VIN decoding solution provided by RL Polk. This software decodes 17 digit VINs for vehicles manufactured after 1981.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 82:

Are vehicle registration documents barcoded—using at a minimum the 2D standard—to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?



Standard of Evidence:

Provide a sample document, and identify the information encoded.

Question Rank:
Very Important

Assessor conclusions:

Registration documents are currently not barcoded in Illinois. No statute currently exists in Illinois that mandates a vehicle owner to carry registration information so subsequently it is not a priority to provide machine readable barcodes on those documents. SOS reported that law enforcement would be the driving force for adding barcodes to the vehicle documents. The barcode specifications would need to be compatible with electronic readers.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 83:

Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?



Standard of Evidence:

Explain how and how often the State uploads data to NMVTIS, specifying the manner of transmittal and its frequency (e.g., real-time, nightly, weekly).

Question Rank:
Somewhat Important

Assessor conclusions:

SOS submits vehicle title and brand information to the NMVTIS on a daily basis Monday through Friday. These submissions are done by batch files through a secure FTP transfer.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 84:

Does the vehicle system query the National Motor Vehicle Title Information System (NMVTIS) before issuing new titles?



Standard of Evidence:

Provide the NMVTIS query processing instructions or provide a screen print of the query tool.

Question Rank:
Very Important

Assessor conclusions:

SOS verifies VINs through batch queries to the NMVTIS before a title record is created. SOS claims the AAMVA is satisfied with SOS VIN verification process.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 85:

Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?



Standard of Evidence:

Provide the list of the State's title brands and their definitions.

Question Rank:
Very Important

Assessor conclusions:

SOS only recognizes four vehicle brands established by Illinois statute: Junk, Rebuilt, Flood, Salvage. SOS relies on the AAMVA NMVTIS to verify vehicle brand history. Other AAMVA brand codes are not stored within the Illinois system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 86:

Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?



Standard of Evidence:

Provide the PRISM processing instructions or a screen print.

Question Rank:
Very Important

Assessor conclusions:

Illinois participates in PRISM and provided a screen shot of what appears on the computer screens. Illinois can do both online (real-time) and batch file checks.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 87:

Does the vehicle system have a documented definition for each data field?



Standard of Evidence:

Provide a narrative description of the data dictionary and provide an extract.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois supplied as evidence the field names and reference page numbers but no sample definitions to show that the data fields are indeed appropriately documented.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 88:

Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?



Standard of Evidence:

Provide a narrative description of the data dictionary's edit check and data collection guidelines and provide an extract.

Question Rank:
Somewhat Important

Assessor conclusions:

The response indicated that data checks and edits are conducted depending on the transaction being completed. A copy of the online CRT correction process was included as evidence.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 89:

Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?



Standard of Evidence:

Provide a narrative description of the data dictionary's procedure for applying title brands and provide a copy of the brands applied.

Question Rank:
Very Important

Assessor conclusions:

The SOS provided the list of recorded title brands and the statues that define the brands. The conditions by which the brands are applied within the systems was not readily apparent and no further clarification was provided. The Motor Vehicle Services Department use NMVTIS to collect vehicle brand information.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 90:

Is there a process flow diagram describing the vehicle data system?



Standard of Evidence:

Provide the process flow diagram.

Question Rank:
Somewhat Important

Assessor conclusions:

The response was a brief "yes". The supporting evidence was a flow chart identifying the registration and decal process. A separate flow chart for the titling process was not included. In other responses, there were indications that the titling and registration processes were separate.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 91:

Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?



Standard of Evidence:

Provide a narrative description of the procedures for flagging and identifying vehicles reported as stolen. Provide the appropriate excerpt from the instruction manual.

Question Rank:
Very Important

Assessor conclusions:

Vehicle title applications are checked against the Illinois State Police stolen vehicle records through LEADS. If a stolen vehicle is identified, the titling transaction is stopped. Supporting information of the process was provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 92:

If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?



Standard of Evidence:

Provide a narrative description of how the flags are removed. Provide the appropriate excerpt from the instruction or procedures manual.

Question Rank:
Very Important

Assessor conclusions:

SOS may not process a vehicle title until the Illinois State Police releases any stolen vehicle indicators or flags. A copy of the operation manual section dealing with processing a stolen vehicle was provided.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 93:

Does the State record and maintain the title brand history (previously applied to vehicles by other States)?



Standard of Evidence:

Provide a narrative description of how title brand information is applied.

Question Rank:
Very Important

Assessor conclusions:

Illinois does not maintain brand information previously applied to vehicles by other States unless those brands are recognized by the State of Illinois. The SOS relies on the AAMVA for title brand history through the NMVTIS. Only Illinois recognized brands are recorded in the vehicle data base. The statutes and descriptions of the Illinois title brands were provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 94:

Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?



Standard of Evidence:

Provide the process flow diagram. If diagram does not exist, provide a narrative describing the process in detail.

Question Rank:
Very Important

Assessor conclusions:

The response was brief - "yes", but supporting information was provided that describe the title and registration flows.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 95:

Is the process flow diagram or narrative annotated to show the time required to complete each step?



Standard of Evidence:

Provide the process flow diagram. If diagram does not exist, provide a narrative describing the process in detail.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois does not have timeline information integrated into their flow diagrams for each step. A flow chart for the titling and registration process was provided in a previous response, but timelines were only on part of the flow chart.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 96:

Does the process flow diagram or narrative show alternative data flows and timelines?



Standard of Evidence:

Provide the process flow diagram that specifies alternative data flows and timelines. If diagram does not exist, provide a narrative describing the process in detail.

Question Rank:
Somewhat Important

Assessor conclusions:

Alternative data flows or time lines are not included in the vehicle titling flow diagram. The State does not have the process flow diagram or narrative that shows alternative data flows and timelines.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 97:

Does the process flow diagram or narrative include processes for error correction and error handling?



Standard of Evidence:

Provide the process flow diagram that specified the processes for error correction and error handling. If diagram does not exist, provide a narrative describing the process in detail.

Question Rank:
Somewhat Important

Assessor conclusions:

The response was brief - "yes". The four page diagram seems to identify error corrections. The diagram was difficult to follow without more description.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 98:

Does the process flow diagram or narrative explain the timing, conditions, and procedures for purging records from the vehicle system?



Standard of Evidence:

Provide the process flow diagram that specifies the schedule and process for purging records. If diagram does not exist, provide a narrative describing the process in detail.

Question Rank:
Somewhat Important

Assessor conclusions:

Purging title information is not a scheduled or routine event. Purging is done when space is needed and the system starts to fail. No files have been purged since 1999. The SOS tries to maintain these files to support law enforcement activities. Neither the specifics of the purge process nor a flow diagram of the process was provided as evidence.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 99:

Are the driver and vehicle files unified in one system?



Standard of Evidence:

Provide a narrative description of the unified system's main components and identify the variables that link the vehicle and driver files.

Question Rank:
Somewhat Important

Assessor conclusions:

The Illinois driver and vehicle systems are not unified. Ideally strong integration or a single system would exist to accurately cross reference and maintain data integrity.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 100:

If the driver and vehicle files are separate, is personal information entered into the vehicle system using the same conventions used in the driver system?



Standard of Evidence:

When the driver and vehicle systems are separate, provide extracts from the driver and vehicle system manuals detailing the data entry conventions for each.

Question Rank:
Very Important

Assessor conclusions:

The vehicle and driver systems are separate data bases and no information was provided regarding similar conventions. It may be assumed the systems cannot be linked and probably do not communicate with one another. Driver and vehicle staff may access the data files. The systems remain separated because of statutory requirements.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 101:

Can vehicle system data be used to verify and validate the vehicle information during initial creation of a citation or crash report?



Standard of Evidence:

Provide a narrative description of the procedures governing the use of vehicle system data to verify and validate vehicle information during initial creation of a citation or crash report. **ALTERNATIVE EVIDENCE:** Describe how the vehicle system is accessed, if it is, to validate and verify vehicle information during crash report creation.

Question Rank:
Somewhat Important

Assessor conclusions:

At this time, there are no interagency agreements that permit the sharing of information between data bases. Vehicle system data cannot be used to verify or validate the vehicle information during initial creation of a citation or crash report. Ideally integration between these systems would exist to improve data quality.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 102:

When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?



Standard of Evidence:

Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.

Question Rank:
Less Important

Assessor conclusions:

Currently, there is no established process to check vehicle information appearing on a crash report. Discrepancies that are identified during data entry in the crash data system does not result in vehicle records being flagged.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 103:

Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?



Standard of Evidence:

Identify the key variables used to retrieve vehicle records.

Question Rank:
Very Important

Assessor conclusions:

SOS can use VIN, application document number and registration plate numbers to retrieve vehicle information. A driver's license number may not be used to retrieve vehicle information.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 104:

Is the vehicle system data processed in real-time?



Standard of Evidence:

Provide a narrative statement explaining the answer.

Question Rank:
Very Important

Assessor conclusions:

Simple vehicle titling transactions can be completed in real-time. Hand written applications must be processed manually and checks to NMVTIS or the State Police are done through batch processing.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 105:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

Question Rank:
Very Important

Assessor conclusions:

Data verification and checks are typically done automatically as the transaction is processed. Information done through batch files is also checked and verified. Errors are sent to the Vehicle Services Department for Manual correction. Illinois has an edit check definition manual that was provided as evidence.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 106:

Is limited state-level correction authority granted to quality control staff working with the statewide vehicle system to amend obvious errors and omissions?



Standard of Evidence:

Name the authority that allows quality control staff to correct the statewide vehicle database.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois has the capability at the user level to make limited changes in vehicle records. A link to statute (625 ILCS 5/) of the Illinois Vehicle Code was provided as evidence. Only designated staff may correct or access vehicle information. Staff have authority to correct a limited number of vehicle data elements.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 107:

Are there timeliness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system timeliness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

Illinois stated that they have timeliness performance measures but the baseline values and most current values as required by the evidence requirement were not supplied. It is recommended that these values be established and documented for future use as they can help improved the overall system functionality. The response described production reporting not timeliness performance measures

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 108:

Are there accuracy performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system accuracy measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

The SOS has established a variety of approaches to ensure accuracy of vehicle information, but the response did not address accuracy performance measures. It is recommended that these values be established and documented for future use as they can help improved the overall system functionality.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 109:

Are there completeness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system completeness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

The response did not address completeness performance measures. Illinois stated that they have completeness performance measures but the baseline values and most current values as required by the evidence requirement were not supplied. It is recommended that these values be established and documented for future use as they can help improved the overall system functionality

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 110:

Are there uniformity performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

The response did not address uniformity performance measures. It is recommended that these values be established and documented for future use as they can help improved the overall system functionality.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 111:

Are there integration performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

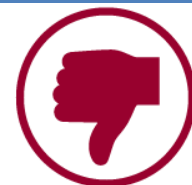
Assessor conclusions:

The response did not address integration performance measures. The response did identify relationships between some data files.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 112:

Are there accessibility performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of vehicle system accessibility measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Somewhat Important

Assessor conclusions:

Accessibility performance measures were not identified

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 113:

Has the State established numeric goals—performance metrics—for each performance measure?



Standard of Evidence:

Provide the specific, State-determined numeric goals associated with each performance measure in use.

Question Rank:
Very Important

Assessor conclusions:

Performance goals or metrics have not been established. Customer satisfaction and feedback are the primary measurements used by SOS.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 114:

Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.

Question Rank:
Very Important

Assessor conclusions:

Management personnel are responsible for tracking errors, completing audits and address frequent errors and the revision of processes. The SOS does have a process to request changes in data base programs.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 115:

Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?



Standard of Evidence:

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois conducts yearly internal and external audits. External audits are conducted via an independent vendor, thus using their own methodology to ascertain compliance with established procedures, best practices, and Illinois statute. As proof of these audits, the cover page of a 2015 audit was submitted as evidence.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 116:

Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?



Standard of Evidence:

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

Question Rank:
Very Important

Assessor conclusions:

Illinois, upon request, performs ad hoc queries to conduct comparative reports. The report that was provided as evidence showed summaries for given areas. It did not show comparative trends for those areas versus the same areas over a different timeframe with the corresponding +/- percentages.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 117:

Is data quality feedback from key users regularly communicated to data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois indicated that data quality feedback from users is rolled back to data collectors and data managers. Specifics on how the process is conducted was not provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 118:

Are data quality management reports provided to the TRCC for regular review?



Standard of Evidence:

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

Question Rank:
Very Important

Assessor conclusions:

Currently, data quality management reports are not being provided to the TRCC. Ideally data quality management reports would be provided to the TRCC for regular review.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Driver

In Illinois, the Secretary of State maintains the responsibility of all driver data, including commercial license information. The licensing system maintains and stores original issuance of all license permits, identification cards, and licenses. The driver system interfaces with AAMVA's Driver License Information System, the Problem Driver Pointer System, and the Commercial Driver License Information System. Illinois has thorough documentation for purging data from the driver system and all license application and issuance information is managed in accordance with that criteria. Driver education completion is recorded on the applicant's driving record. Training records for obtaining a CDL license are not maintained by the Secretary of State. However, information regarding CDL permit issuance, tests taken and their scores are maintained.

The Secretary of State's office grants driver information to court personnel through Access Agreements. The process provides that the courts and other agencies, seeking driver information, sign 2-3 year agreements. The requesting agency must certify "intent of use" for the information and the SOS has the right to audit their use. In addition, other states can obtain access to the Illinois driver system through a MOU. Intrastate integration between the Illinois driver, crash and citation systems is lacking though and integrating these systems would be ideal future systems enhancement.

Procedures and processes surrounding the issuance and management of the driver system appear to be fairly solid. Facial recognition software is used to verify the identity of drivers. Images that are identified with possible problems are reviewed by trained technicians. Actions on a driving record are purged automatically twice per year when the criteria for purging has been met. Actions can also be removed manually after being reviewed by authorized staff. Illinois appears to have at least partial driver system documentation via flow diagrams that describe the processes and procedures for error correction and error handling. The availability and completeness of other driver system documentation was not clear.

Opportunities

Interfaces/General

- Centralized citation & DUI systems if consolidated could provide valuable information. A centralized adjudication system would provide the source for linking to other system components.

Data Dictionary

- Consider developing formal processes for updating the data dictionary
- Edit checks need to be formally documented outside of system code

Procedures & Processes

- Consider improving policies for the access and distribution of driver information
- Consider improving policies and procedures for maintaining system security
- Consider developing flow diagrams that outline the driver data system's key data process flows





Quality Control

- Consider the development of a formal, comprehensive data quality management program for the driver system
- Consider the development of performance measures for the data quality characteristics (timeliness, accuracy, completeness, uniformity, integration, and accessibility). Performance measures include the identification of metrics, measurement, establishment of goals, and reporting to data users and system stakeholders.

Question 119:

Does custodial responsibility for the driver system—including commercially-licensed drivers—reside in a single location?



Standard of Evidence:

Provide a narrative identifying the custodial agency.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Secretary of State has custodial responsibility for issuing licenses and maintain driving records. This includes CDL license information and any sanctions and actions taken against a license.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 120:

Can the State's DUI s data system be linked electronically to the driver system?



Standard of Evidence:

Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.

Question Rank:
Very Important

Assessor conclusions:

Each Circuit Court maintains its own DUI data system. No information was provided on how or if the DUI information is submitted to the Secretary of State for posting to the driver record.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 121:

Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?



Standard of Evidence:

Provide a narrative documenting the availability of novice driver training history (including motorcycle and commercial license training), and specify the pertinent data fields and audit checks in the data dictionary or provide a sample system report.

Question Rank:
Less Important

Assessor conclusions:

Completion of an approved driver education course is required for driver license applicants between the age of 15 through 18. Applicants may complete a Illinois State Board of Education course or a course provided by a commercial provider. Driver education completion is recorded on the applicants driving record. The date of completion and school code appear in the record. All other information is maintained by the Illinois State Board of Education or the commercial school. Individuals under the age of 21 who wish to operate a motorcycle are required to complete an IDOT approved rider training course. The Secretary of State does not maintain information regarding completion of rider training. Completion of training for a CDL license is not maintained by the Secretary of State. Information regarding permit issuance, test taken and test scores are maintained by the Secretary of State.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 122:

Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?



Standard of Evidence:

Provide a narrative documenting the availability of traffic violation and/or driver improvement training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.

Question Rank:
Less Important

Assessor conclusions:

The Secretary of State does not collect or maintain information regarding court ordered completion of driver improvement or traffic courses. The Secretary of State does maintain completion information of driver improvement if it was required for licensure or removal of a sanction. The response did not indicate if traffic violations were captured, but in a previous response it was stated that citation and conviction information is captured on the driving record.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 123:

Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?



Standard of Evidence:

Provide a narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.

Question Rank:
Somewhat Important

Assessor conclusions:

The response indicated all license application and issuance information is captured and maintained according to purge criteria for the office. Original issue dates are maintained on microfiche but not electronically. No supporting documents were included.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 124:

Is driver information maintained in a manner that accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS)?



Standard of Evidence:

Demonstrate functional integration with the PDPS and CDLIS. AAMVA audit reports can be provided as supporting documentation.

Question Rank:
Very Important

Assessor conclusions:

The Secretary of State uses the AAMVA's Driver License Information System to check the Problem Driver Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS). No sample reports were provided as supporting documentation.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 125:

Are the contents of the driver system documented with data definitions for each field?



Standard of Evidence:

Provide, at a minimum, a table of contents and sample elements from the data dictionary or a sample data dictionary report.

Question Rank:
Very Important

Assessor conclusions:

The Secretary of State reported that a Driver License System Data Dictionary exists. However, information as described by the evidence requirement was not provided. The respondent indicated a more complete response would require more time than allowed for this phase.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 126:

Are all valid field values—including null codes—documented in the data dictionary?



Standard of Evidence:

Provide sample valid data field values from the data dictionary.

Question Rank:
Very Important

Assessor conclusions:

A sample of the data values from the data dictionary was not provided. The response implied many but not all the data fields have values and descriptions. The completion of such a data project is consider a "work in progress" and more time would be needed to provide a thorough response.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 127:

Are there edit checks and data collection guidelines for each data element?



Standard of Evidence:

Provide an example edit check and data collection guideline.

Question Rank:
Very Important

Assessor conclusions:

The Illinois system has edit checks and data requirements that are mainly documented within the COBOL/CICS/DB2 backend code. More documentation on the overall system outside of system code is suggested for the future.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 128:

Is there guidance on how and when to update the data dictionary?



Standard of Evidence:

Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.

Question Rank:
Very Important

Assessor conclusions:

At this time there is no formal documented process for updating the data dictionary. All updates are completed on an ad hoc as needed basis.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 129:

Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?



Standard of Evidence:

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois indicated that the Field Operations Manual containing license/ID card procedures is maintained electronically and updated every 6 months. The response indicated that the procedures are maintained electronically and only accessible by internal staff.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 130:

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of relevant citations and convictions (manual and electronic, where applicable)?



Standard of Evidence:

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

Question Rank:
Somewhat Important

Assessor conclusions:

The Secretary of State only records disposition of citations not the number of citations issued. Over 80% of the dispositions are received electronically. Dispositions are not removed from a driving record until they meet Federal and State purging criteria.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 131:

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?



Standard of Evidence:

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

Question Rank:
Somewhat Important

Assessor conclusions:

Driver education and improvement course information is recorded upon receipt from the training organization. The percentage of reporting that is accomplished manually vs electronically was not available. Additionally, the process flow was not well defined within the supplied narrative.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 132:

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of other information that may result in a change of license status (manual and electronic, where applicable)?



Standard of Evidence:

Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois described some of the cases that result in change in license status and referenced various statutes that were not included with their response. A formal flow document or full narrative describing all aspects was not provided. The percentage of reporting that is accomplished manually vs electronically was not supplied by the State.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 133:

Does the custodial agency maintain accurate and up to date documentation detailing any change in license status (e.g., sanctions, withdrawals, reinstatement, revocations, and restrictions)?



Standard of Evidence:

Provide a narrative or flow diagram describing the processes and procedures governing the actual change to the license status, including timelines for each type of change.

Question Rank:
Somewhat Important

Assessor conclusions:

The provided narrative described the process for revoking or canceling a driver's license. Based on the description most of the process is done manually, but there are review and correction processes in place.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 134:

Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?



Standard of Evidence:

Provide the process flow diagram.

Question Rank:
Very Important

Assessor conclusions:

Illinois does not have a flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems. It is advisable that a current flow diagram be created and maintained to streamline business processes.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 135:

Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?



Standard of Evidence:

Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.

Question Rank:
Somewhat Important

Assessor conclusions:

Illinois appears to have at least partial documentation via flow diagrams that describe the processes and procedures for error correction and error handling. A flow diagram was supplied that only applies to licenses and permits.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 136:

Are there processes and procedures for purging data from the driver system documented?



Standard of Evidence:

Provide the documentation or flow diagram that describes the processes and procedures for purging data and the timelines for these actions.

Question Rank:
Somewhat Important

Assessor conclusions:

Actions on a driving record are purged automatically twice per year when the criteria for purging has been met. Actions can also be removed manually after being reviewed by designated and authorized staff. SOS's response identified typical purge timelines for specific dispositions. Actions related to alcohol, driving while suspended or revoked and actions for disqualification are never purged from the record.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 137:

In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?



Standard of Evidence:

Provide the documentation or flow diagram that describes the processes and procedures for administrative license suspension.

Question Rank:
Somewhat Important

Assessor conclusions:

DUI Sworn Reports are received by SOS, technicians review the reports for accuracy and completeness. After the review, the action is entered on to the driving record which automatically generates the notice of suspension. Three copies of the notice are issued - one to the driver, one to the court and one is placed in the SOS department's file. DUIs are monitored by SOS and remain on the driving record for life. A driver license is revoked for life when 5 DUI convictions occur.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 138:

Are there established processes to detect false identity licensure fraud?



Standard of Evidence:

Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.

Question Rank:
Very Important

Assessor conclusions:

Facial recognition software is used to verify images. Images that are identified with possible problems are reviewed by trained technicians. All supporting identification documents are also reviewed at this time. If fraud is suspected, the license or ID card is cancelled and a report is submitted to law enforcement. Law enforcement completes an investigation to determine identity. The law enforcement report is sent to the Secretary of State Fraud Section for appropriate action.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 139:

Are there established processes to detect internal fraud by individual users or examiners?



Standard of Evidence:

Provide a narrative describing the systems or processes used to detect internal fraud by individual users or examiners.

Question Rank:
Very Important

Assessor conclusions:

The SOS assigns unique Operator Security Numbers to all license examiners who administer licensing tests so their work can be monitored and evaluated. Pass/fail rates are monitored to ensure quality standards are adhered to. The response did not indicate if everyone with access to the driver licensing system has a unique Operator Security Number and if all actions are monitored.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 140:

Are the established processes to detect CDL fraud (including hazmat endorsements)?



Standard of Evidence:

Provide a narrative describing the systems or processes used to detect commercial driver's license fraud, including for hazmat endorsements.

Question Rank:
Very Important

Assessor conclusions:

The response described the process used for TSA's Hazmat checks and Medical Certification, but did not describe the process to prevent fraud.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 141:

Are there policies and procedures for maintaining appropriate system and information security?



Standard of Evidence:

Provide copies of the relevant policies and procedure manuals.

Question Rank:
Very Important

Assessor conclusions:

It is unclear as to whether or not there are appropriate policies and procedures for maintaining appropriate system and information security in Illinois. Copies of the relevant policies and procedure manuals were requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 142:

Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?



Standard of Evidence:

Provide copies of the relevant procedures or manuals.

Question Rank:
Very Important

Assessor conclusions:

The response did not describe the processes and procedures that are in place to ensure approved access and distribution of driver information. According to the response all access is controlled by domain custodians and Driver Services policies. Additional time would be needed to research this information for a more complete response.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 143:

Can the State's crash system be linked to the driver system electronically?



Standard of Evidence:

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

Question Rank:
Very Important

Assessor conclusions:

The Illinois crash system is not linked to the driver system electronically. The Illinois Department of Transportation (IDOT) is responsible for tracking crash reports. IDOT transmits crash information to the SOS for inclusion on the driving record. However, it is unclear if crash data is routinely posted to the driver record by SOS once the data is received.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 144:

Can the State's citation system be linked to the driver system electronically?



Standard of Evidence:

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

Question Rank:
Very Important

Assessor conclusions:

Illinois does not have a statewide citation system. SOS is not responsible for tracking citations. SOS only tracks dispositions after the citation is adjudicated.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 145:

Can the State's adjudication system be linked to the driver system electronically?



Standard of Evidence:

Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.

Question Rank:
Very Important

Assessor conclusions:

At this time, Illinois does not have a statewide adjudication system. Courts sends dispositions to the SOS. Some may be electronically transmitted while most are processed manually

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 146:

Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?



Standard of Evidence:

Provide a narrative description of the policy for checking the PDPS, CDLIS, SSOLV, and SAVE for licensing commercial and non-commercial drivers (both original issuances and renewals).

Question Rank:
Very Important

Assessor conclusions:

It appears from the response that the interface/process in place for extended system validation in Illinois is manual. Programmatic interfaces in the future would be ideal to reduce workload and increase accuracy.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 147:

Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?



Standard of Evidence:

Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.

Question Rank:
Very Important

Assessor conclusions:

Illinois Law enforcement has access to driver information through the Law Enforcement Agencies Data System (LEADS). LEADS is administered by the Illinois State Police who manages access to the system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 148:

Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?



Standard of Evidence:

Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.

Question Rank:
Very Important

Assessor conclusions:

SOS has established a process for court personnel to access driver information through an access agreement. The courts and other agencies seeking access to the driver information sign 2-3 year agreements. The requesting agency must certify their intent of use for the information and the SOS has the right to audit how an approved agency actually uses the data.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 149:

Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?



Standard of Evidence:

Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.

Question Rank:
Very Important

Assessor conclusions:

In Illinois, the Secretary of State (SOS) has the capability to grant authorized personnel from other States access to their driver system. It is unclear what protocols/procedures/MOUs/etc are required in order to grant the access.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 150:

Is there a formal, comprehensive data quality management program for the driver system?



Standard of Evidence:

Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there is a formal, comprehensive data quality management program for the driver system. If the process exists SOS suggests it is administered by the Database Administrator. A detailed narrative description of the driver system's data quality management programs and any reports that might be available were requested but not received.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|---|---------------------------|---|----------------------|-------|





Question 151:

Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there are automated edit checks and validation rules applied to the data to ensure the data falls within a range of acceptable values. A description of how the edit checks are applied to the data was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 152:

Are there timeliness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

There are production timeline guidelines for processing various aspects of the licensing process. However, these are production measures and not performance measures.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 153:

Are there accuracy performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there accuracy performance measures tailored to the needs of data managers and data users. A complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each were requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 154:

Are there completeness performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there are completeness performance measures tailored to the needs of data managers and data users. A complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 155:

Are there uniformity performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there are uniformity performance measures tailored to the needs of data managers and data users. A complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 156:

Are there integration performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if there are integration performance measures tailored to the needs of data managers and data users. A complete list of driver system integration measures the State uses, including the most current baseline and actual values for each was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 157:

Are there accessibility performance measures tailored to the needs of data managers and data users?



Standard of Evidence:

Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.

Question Rank:
Somewhat Important

Assessor conclusions:

It is unclear if there are accessibility performance measures tailored to the needs of data managers and data users. A complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 158:

Has the state established numeric goals—performance metrics—for each performance measure?



Standard of Evidence:

Provide the specific, State-determined numeric goals associated with each performance measure in use.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if Illinois has established numeric goals—performance metrics—for each performance measure. The specific, State-determined numeric goals associated with each performance measure in use was requested but not received.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 159:

Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if Illinois has processes in place to detect high frequency errors and use those measures to improve training content, manuals, etc. The response indicated there might be some triggers but no details were provided.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 160:

Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?



Standard of Evidence:

Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

Question Rank:
Somewhat Important

Assessor conclusions:

It is unclear if Illinois conducts periodic independent sample-based audits for the driver reports and related database contents. The formal audit methodology and a sample report were requested but not provided.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 161:

Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?



Standard of Evidence:

Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

Question Rank:
Very Important

Assessor conclusions:

It is unclear if Illinois has periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions. A description of the analyses and a sample report was requested but not received.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|---|---------------------------|---|----------------------|-------|

Question 162:

Is data quality feedback from key users regularly communicated to data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

Question Rank:
Somewhat Important

Assessor conclusions:

It is unclear if Illinois data quality feedback from key users is regularly communicated to data collectors and data managers.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|---|---------------------------|---|----------------------|-------|

Question 163:

Are data quality management reports provided to the TRCC for regular review?



Standard of Evidence:

Provide a sample quality management report and specify how frequently they are issued to the TRCC.

Question Rank:
Very Important

Assessor conclusions:

Data quality reports are not provided to the TRCC for regular review.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|---|---------------------------|---|----------------------|-------|







Roadway

The Illinois Department of Transportation (Illinois DOT) is the agency responsible for collecting and maintaining the roadway information system for the State. The Illinois DOT maintains approximately 16,000 miles of State-owned highways and ramps. The Illinois DOT also maintains roughly 7,800 bridges.

Traffic data is stored in what is called IRIS (Illinois Roadway Information System) which is a web-based application using Silverlight and SQL server as the backend database to maintain the specific data. IRIS is integrated with the Illinois DOT maintained GIS which contains geographical linework for all public roads. The Illinois DOT maintains data on all roughly 146,000 miles of public roadways. As the information is collected by the Illinois DOT, the data goes through a quality control process to insure the information is complete, accurate, and up-to-date before being added to IRIS.

Illinois DOT maintains a data dictionary for all data elements within IRIS including the MIRE Fundamental Data Elements (FDEs). Updates to the data dictionary are processed as needed though a formal procedure to ensure the data dictionary is kept up to date is described in narrative, no documentation of this procedure was provided. The State utilizes a roadway manager for the IRIS database. Everything flows through this person. The roadway manager works with the data management unit chief and the district roadway staff to communicate updates to the IRIS Manual.

Crash data is integrated with IRIS through the use of linkages based on either location code or coordinates. The Illinois DOT utilizes GIS to determine key route and station for the crash data. The key route and station are accomplished by spatial population and uses the resultant attribution to link the crash data to IRIS which contains the road inventory attributes. The linked data are used for site based and other analyses.

The Illinois DOT makes data accessible via an annual GIS file posted to the internet. Additionally, an annual “year end” file of the IRIS database is created for external sharing. It was not clear which data is provided or how “external sharing” is facilitated.

Opportunities

The Illinois DOT through the district Bureau of Program Development coordinates collection activities with agencies in their district. This coordination is described within the IRIS Manual. These updates are currently coordinated through a process based on road updates (specific road operational or construction changes) or an annual, five-year, or ten-year cycle which depends somewhat on area growth. Since the Illinois DOT manages the State’s entire roadway information using compatible spatial tools and linear referencing system, it appears an opportunity exists to provide accessibility to updated roadway information in a more timely fashion.

The Illinois DOT might build on their data entry quality control processes by establishing additional performance measures. This could include a formal process of accessing roadway data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration), by utilizing performance management information available in the National Highway Traffic Safety Administration’s (NHTSA), “Model Performance Measures for State Traffic Records Systems”.





Additional information is also available in a follow-up document published by FHWA titled, "Performance Measures for Roadway Inventory Data".

Question 164:

Are all public roadways within the State located using a compatible location referencing system?



Standard of Evidence:

Provide a map displaying all public roads that represents the system's statewide capabilities. Identify what percentage of the public road system is State owned or maintained. Explain whether the State uses a single compatible location referencing system for all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

Question Rank:
Very Important

Assessor conclusions:

The State has a compatible location referencing system for the entire network of public roadways and maintains the geographical coverage for the entirety of the network. The data attributes are contained within a state-maintained database and these are integrated with the geographic coverage. Approximately 11 per cent of the roadways are State maintained.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 165:

Are the roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?



Standard of Evidence:

Provide a map displaying roadway features and traffic volume (FDEs) for all public roads (State and non-State routes) that is representative of the system's statewide capabilities. Explain whether the State uses a single compatible location referencing system for all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

Question Rank:
Very Important

Assessor conclusions:

State maintains the entire network within a database and web-based application which contains both the road elements and the traffic data elements using a compatible location referencing system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 166:

Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?



Standard of Evidence:

Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data.

Question Rank:
Very Important

Assessor conclusions:

The State has an enterprise roadway information system through which the roadway and traffic elements are stored and maintained. This system involves an integrated set of both geographic features and attributes.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 167:

Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?



Standard of Evidence:

Provide a map displaying crash locations on all public roads that is representative of the system's statewide capabilities. Explain whether the State uses a single compatible location referencing system for crash, roadway features, and traffic volume on all public roads or if it has a set of compatible location referencing systems. Prior reports are acceptable.

Question Rank:
Very Important

Assessor conclusions:

The State has the ability to identify, display, and link the crash locations and data with the roadway information system, both spatially and attribute-based. The State provided an excellent example of the maps that is generated using data integration processes.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 168:

Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?



Standard of Evidence:

Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.

Question Rank:
Very Important

Assessor conclusions:

The State crash data and roadway data are integrated both through data attributes (location code) and geographic/spatial proximity (latitude/longitude coordinates). The data integration allows the State to display crash data with roadway data and determine frequencies of crashes per roadway segment, which can then be displayed via maps.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 169:

Are all the MIRE Fundamental Data Elements collected for all public roads?



Standard of Evidence:

Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.

Question Rank:
Somewhat Important

Assessor conclusions:

The State enterprise roadway information system contains all the MIRE Fundamental Data Elements (FDEs) for all public roads and the State provided a listing of these and their collection on both State and local networks.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 170:

Do all additional collected data elements for any public roads conform to the data elements included in MIRE?



Standard of Evidence:

Provide a list of additional MIRE data elements collected beyond the FDEs. Specify if the data elements are collected for all public roads or State roads only.

Question Rank:
Somewhat Important

Assessor conclusions:

The State roadway information system contains the MIRE Fundamental Data Elements (FDEs) but not all of the MIRE data elements. The additional, non-FDE MIRE elements have primarily been collected for Safety Performance Function (SPF) calibration or for specific analyses. As a consequence, the additional collection is specific to these needs and coverage is incomplete.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 171:

Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?



Standard of Evidence:

Identify, with appropriate citations, the MIRE FDE-related contents of the enterprise system's data dictionary. Specify if the data dictionary applies to all public roads or to State roads only.

Question Rank:
Somewhat Important

Assessor conclusions:

The State's enterprise roadway system data dictionary contains the MIRE Fundamental Data Elements (FDEs) for all public roads.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 172:

Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?



Standard of Evidence:

Identify, with appropriate citations, the additional (non-FDE) MIRE data elements included in the data dictionary. Specify if the data dictionary applies to all public roads or to State roads only.

Question Rank:
Somewhat Important

Assessor conclusions:

The State enterprise roadway information system manual contains information related to those fields in the database related to additional MIRE data elements collected by the State.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 173:

Does roadway data imported from local or municipal sources comply with the data dictionary?



Standard of Evidence:

Provide a narrative statement explaining, how and if any roadway data are accepted and included in the statewide roadway database from local or municipal sources. Describe if the data from local or municipal sources meet the data dictionary standards.

Question Rank:
Very Important

Assessor conclusions:

The State maintains the data on all public roadways and does not import data from local or municipal sources; therefore, there is no need to determine if it meets the data dictionary standards.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 174:

Is there guidance on how and when to update the data dictionary?



Standard of Evidence:

Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.

Question Rank:
Very Important

Assessor conclusions:

The State roadway data dictionary update process is well-defined per the provided narrative. Changes, both implemented and pending, are reviewed during an annual meeting which includes the impacted parties.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 175:

Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?



Standard of Evidence:

Provide documentation or a narrative explaining the process for adding new data elements (e.g., a new MIRE element) to the roadway system. Identify who is responsible for each step in the process.

Question Rank:
Very Important

Assessor conclusions:

The State procedures for incorporation of new roadway information system elements are explained well within the response narrative with the responsible parties identified. An annual meeting which includes the impacted parties reviews the changes and pending changes to the database.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 176:

Are the steps for updating roadway information documented to show the flow of information?



Standard of Evidence:

Provide documentation or a narrative explaining the process for updating data elements in the roadway system. Identify who is responsible for each step in the process.

Question Rank:
Very Important

Assessor conclusions:

The State has a well-defined process with identification of responsible parties for the updating of roadway information. This process is explained within the response narrative. An annual meeting to review annual changes as well as pending changes involves impacted parties.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 177:

Are the steps for archiving and accessing historical roadway inventory documented?



Standard of Evidence:

Provide documentation or a narrative explaining the process of archiving and accessing historical roadway data. Identify who is responsible for each step in the process.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has documented steps related to archival storage and availability of the roadway database with annual GIS files available back to 1996. The responsible parties for each step are identified within the response narrative.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
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Question 178:

Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?



Standard of Evidence:

Provide documentation or a narrative explaining the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not rely on local agencies to collect, manage, or submit roadway data but instead collects the data for all public roads; therefore, it is not necessary to create procedures for them.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 179:

Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?



Standard of Evidence:

Provide official documentation or a narrative explanation of how compatibility between local data systems and the State roadway inventory is achieved. Identify who is responsible for each step in the process.

Question Rank:
Very Important

Assessor conclusions:

The State does not rely on local agencies to collect, manage, or submit roadway data but instead collects the data for all public roads; therefore, there is no need to ensure compatibility.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 180:

Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?



Standard of Evidence:

Provide the guidelines and cite an example of data collection pursuant to the data dictionary.

Question Rank:
Very Important

Assessor conclusions:

The State has guidelines within the enterprise roadway information system manual.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 181:

Are the location coding methodologies for all State roadway information systems compatible?



Standard of Evidence:

Describe the location referencing system and the information systems that use it. If there is more than one location referencing system in use, list each and the associated systems.

Question Rank:
Very Important

Assessor conclusions:

The State enterprise roadway information system contains information related to all public roadways and maintains the information within one database; therefore, there is no need for compatability. The roadway information system is integrated using the related GIS feature.

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| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 182:

Are there interface linkages connecting the State's discrete roadway information systems?



Standard of Evidence:

Provide a narrative that describes the interface links connecting the State's roadway information systems. Provide the result of a single query (e.g., table, view) that includes both roadway features and traffic data for a segment of road.

Question Rank:
Very Important

Assessor conclusions:

The State roadway information system contains the attributes for all public roadways and, thus, no linkages are required.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 183:

Are the location coding methodologies for all regional and local roadway systems compatible?



Standard of Evidence:

Provide a narrative describing the location referencing system and the associated regional and local roadway systems. If there is more than one location referencing system in use, list each and the associated regional and local systems.

Question Rank:
Somewhat Important

Assessor conclusions:

The State roadway information system contains data for all public roads and, thus, only one location coding methodology exists.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 184:

Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities) interface with the State enterprise roadway information system?



Standard of Evidence:

Provide a narrative that describes the interface links connecting the regional or local roadway information systems to the State's enterprise roadway information system. Provide the result of a single query (e.g., table, view) that includes both roadway features and traffic data for a local road segment.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the roadway data for all public roads and, thus, no interface of regional or local data systems with the State system is needed. The data files developed by the State are available via the State website and are thus available to the local and regional agencies as well as the public.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 185:

Does the State enterprise roadway information system allow MPOs and local transportation agencies on-demand access to data?



Standard of Evidence:

Provide a narrative that describes the system or process that enables localities to query the data system.

Question Rank:
Somewhat Important

Assessor conclusions:

The State provides historical, annual data via the State website but does not provide direct, on-demand access to the enterprise roadway data information system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 186:

Do Roadway system data managers regularly produce and analyze data quality reports?



Standard of Evidence:

Provide a sample report and specify the release schedule for the reports.

Question Rank:
Very Important

Assessor conclusions:

Though the State data managers do not produce data quality reports regularly, the roadway information system has the capability to generate these reports on request.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 187:

Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?



Standard of Evidence:

Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.

Question Rank:
Very Important

Assessor conclusions:

The State roadway information system has edit checks during the data entry process. The procedure was briefly explained and a screen shot was provided showing a drop down box that only allows for those values to be entered into the system.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 188:

Are there procedures for prioritizing and addressing detected errors?



Standard of Evidence:

Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.

Question Rank:
Very Important

Assessor conclusions:

The State has edit checks during data entry and detected errors during entry must be corrected before the data can be saved. However, it is unclear how detected errors are prioritized or whether these procedures are formally documented.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 189:

Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?



Standard of Evidence:

Describe all the procedures used for sharing quality control information with data collectors.

Question Rank:
Very Important

Assessor conclusions:

The State convenes an annual road inventory meeting which includes central office and district staff. Data quality topics are included.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 190:

Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State publishes an annual year end file to the web by mid-April. However, the State response does not speak to timeliness performance measures per the Traffic Records Program Assessment Advisory, namely those listed under the Table 9 Timeliness entry.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 191:

Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track timeliness for data maintained by regional or local custodians.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 192:

Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State has no direct accuracy performance measures but does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet. The State clarifies that records cannot be saved to the database without critical elements being completed which, though excellent, does not necessarily address accuracy.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 193:

Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track accuracy for data maintained by regional or local custodians.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 194:

Is there a set of established performance measures for the completeness of the State enterprise roadway information system?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State has no direct completeness performance measures but does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet. The State provided a map showing the complete coverage of the public roadway network; however, this is not completeness of the dataset nor is it a measure.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 195:

Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track completeness for data maintained by regional or local custodians.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 196:

Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State has no direct uniformity performance measures but does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet. The State has a listing of which MIRE elements are contained but does not appear to report these numbers directly nor is this a performance measure.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 197:

Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track uniformity for data maintained by regional or local custodians.

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|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 198:

Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State has no direct accessibility performance measures but does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet; however, this is not a performance measure.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 199:

Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track accessibility for data maintained by regional or local custodians. The State provides an annual roadway file via the internet.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 200:

Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State has no direct integration performance measures but does post the IRIS manual to the internet and provides the full GIS roadway information file annually via the internet. Internal business applications can integrate with the enterprise roadway information system via an attribute-based linkage. No reporting as to the percentage of records that are linked appears to occur.

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|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 201:

Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?



Standard of Evidence:

Provide the metrics used.

Question Rank:
Very Important

Assessor conclusions:

The State maintains the data for all public roadways and, thus, there exists no need to track integration for data maintained by regional or local custodians.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Citation / Adjudication

Illinois courts are not unified. Illinois currently has numerous case management systems utilized across the State. This process makes it difficult to gain a statewide perspective related to traffic activity and enforcement. The Illinois Supreme Court establishes court data standards, but it is not clear how thoroughly the standards are implemented within the case management systems. National standards are used minimally throughout the citation and adjudication systems. The State might consider developing standards (data governance) throughout these systems, which can facilitate data sharing and integration within the State and nationally.

There are minimal linkages between the different citation and adjudication systems within the State. Without a unified court system, including all branches of the judiciary, it will continue to be difficult to coordinate and facilitate data usage, evaluation, and quality issues. There are opportunities to work with current vendors who use common practices. These practices could support data standards that improve data quality, coordinate accessibility, and develop a better understanding of how the many case management systems might work together. The concept of open data sharing throughout the State and local jurisdictions will benefit everyone who use traffic data. The local courts will be able to view pending cases throughout the State and make informed decisions on adjudication. The State by using the adjudication data in conjunction with other traffic records systems would allow the analysis of traffic safety trends and identify problem areas throughout the State.

Performance measures are not in place for the Illinois citation/adjudication systems. Performance measures help identify individual system issues as well as across multiple systems. These measures are meant to assist in decision-making, resource allocation, and system performance.

Illinois does not have a unique citation number. There is a standard citation form; however, after the citation is issued the court clerk then issues a unique number for that specific court.

The State currently does not have a process for tracking traffic citations for juvenile offenders. If this process was put in place it would assist the State in identifying younger driver issues.

A vast majority of the adjudication data is submitted weekly to the Secretary of State and is accessible in real-time to law enforcement using LEADS. The data related to criminal histories and driving records provides useful information to officers. The State is encouraged to ensure all necessary law enforcement personnel acquire access to these real time systems.

Illinois is able to track DUIs once they are issued to the offender. The State's system currently requires BAC reporting and the presence of drugs. This information allows the State to track drug usage and BAC averages throughout the State for traffic safety analysis.





Question 202:

Is there a statewide system that provides real-time information on individuals' driving and criminal histories?



Standard of Evidence:

Provide a narrative description of the statewide system that provides realtime information on individuals' driving and criminal histories.

Question Rank:
Very Important

Assessor conclusions:

The State employs multiple systems to provide driving and criminal history information. Ninety-two of the one hundred two counties contribute data to the Illinois data systems (LEADS) on a weekly basis.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 203:

Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?



Standard of Evidence:

Name the groups that have real time access and describe the system that these agencies use to access driver or criminal histories, i.e., police dispatch, direct system access, telephone help desk.

Question Rank:
Very Important

Assessor conclusions:

The State of Illinois provides access to, all law enforcement partners, its statewide criminal history and driver information systems (LEADS). The State's response does not indicate if all agencies choose to participate, it does stipulate that access is allowed after standard access agreements have been submitted.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 204:

Is there a statewide authority that assigns unique citation numbers?



Standard of Evidence:

Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.

Question Rank:
Very Important

Assessor conclusions:

The State indicated that there is not a statewide authority in place to assign unique citation numbers. The State courts appear to assign unique numbers to each response received by the clerk of the court. There is no indication that the numbers assigned to citations are separate and distinct from other pleadings.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 205:

Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?



Standard of Evidence:

If a statewide data tracking system exists, describe the means by which citation dispositions are transmitted and posted. If the system is the driver history file, note if deferrals or dismissals are posted. If the statewide system is managed through the courts, indicate whether all courts that handle traffic violations report to the same tracking system.

Question Rank:
Somewhat Important

Assessor conclusions:

The State only receives citation dispositions from 92 of the 102 county courts. The State only tracks dispositions that are required to be tracked by statute and there is no mandatory tracking requirement for all disposition types.

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|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 206:

Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?



Standard of Evidence:

Provide a flow chart or audit report documenting how all types of dispositions are posted to the driver file.

Question Rank:
Somewhat Important

Assessor conclusions:

The State indicates that dispositions are reported to the respective State agencies, including the Secretary of State as the primary data keeper. However, the State's response does not reflect how dispositions are posted to driver files. The State was also unable to provide evidence or the process to support how dispositions are ultimately reported.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 207:

Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?



Standard of Evidence:

Provide the number of case management systems in use in the State and detail which are interoperable. Indicate if the State has a unified judicial system and if municipal or other local level courts share the same case management system.

Question Rank:
Very Important

Assessor conclusions:

The State of Illinois does not maintain a unified case management system within its judicial system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 208:

Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?



Standard of Evidence:

Provide an example analysis and describe the policy or enforcement actions taken as a result.

Question Rank:
Very Important

Assessor conclusions:

The State does not utilize citation and adjudication data for traffic safety analysis to identify problem locations, areas, problem drivers, or issues related to the issuance of citations, prosecution of offenders, or adjudication of cases by courts.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 209:

Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Less Important

Assessor conclusions:

The State's citation and adjudication systems either meet or are working to meet relevant guidelines. Submitted data dictionaries reflect NCIC code restrictions and formats.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 210:

Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not apply UCR guidelines to its citation and adjudication systems. The State indicated that there are "similarities" between UCR and its ADR data sets although the evidence submitted is a data set with no indication of how this meets or is similar to UCR. There is no clear correlation, based on the State's response that the applied ADR guidelines are actually comparable to UCR.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 211:

Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State's citation and adjudication systems do not conform to National Incident-Based Reporting System (NIBRS) guidelines.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 212:

Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State's citation and adjudication systems do not adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 213:

Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

LEIN is Michigan based and is not used or implemented anywhere else in the Country. Since the question specifically asks about the LEIN compliance, the State does not meet the Advisory ideal.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 214:

Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the Functional Requirement Standards for Traffic Court Case Management. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State's response indicates that Illinois applies record guidelines established by the Supreme Court. The State submits, as evidence, its manual on recordkeeping which establishes criteria for maintenance of its court records. The State does not utilize a statewide centralized CMS for its entire court system but relies on several different and distinct systems.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 215:

Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not currently adhere to NIEM guidelines. The State maintains multiple case management systems which are unique to each court. The State did not provide evidence that any one of those systems meet NIEM Justice domain guidelines.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 216:

Does the State use the National Center for State Courts guidelines for court records?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The counties in the State authorized to participate in electronic filing are following standards adopted by the Illinois Supreme Court. These standards include some guidelines from the National Center for State Courts guidelines for court reports.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 217:

Does the State use the Global Justice Reference Architecture (GRA)?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no indication that either Global Justice Reference Architecture or a similar guideline is being used in Illinois.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 218:

Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?



Standard of Evidence:

Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not have a impaired driving data tracking system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 219:

Does the citation system have a data dictionary?



Standard of Evidence:

Provide the data dictionary for the Statewide citation tracking system if one exists. If not, provide the data dictionary for the most widely used court case management system.

Question Rank:
Very Important

Assessor conclusions:

The State does not have a statewide citation system. The State does have a citation data dictionary for those jurisdictions authorized to issue electronic citations.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 220:

Do the citation data dictionaries clearly define all data fields?



Standard of Evidence:

If a statewide citation tracking system exists, does its data dictionary clearly define all data fields. If there are two or more repositories of citation data, provide data dictionaries for the two largest. NOTE: This response does not require data dictionaries from individual law enforcement agencies that track their own citations—it refers to a statewide system or one used by multiple agencies.

Question Rank:
Very Important

Assessor conclusions:

The State's data dictionaries clearly define all required fields.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 221:

Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?



Standard of Evidence:

Provide a narrative describing the process—including timelines and the summary of changes—used to ensure uniformity in the field data collection manuals, training materials, coding manuals, and corresponding reports.

Question Rank:
Very Important

Assessor conclusions:

The State's newest data dictionary is dated from 2013. The State has an established process for addressing requests and changes that are needed/required by the respective partners who utilize the systems to ensure the data dictionaries are up to date.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 222:

Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?



Standard of Evidence:

Provide a list of data fields populated through interface linkages with other traffic records system components.

Question Rank:
Very Important

Assessor conclusions:

The State was unable to provide supporting documentation that would illustrate if the citation data dictionaries show the data fields populated through interface linkages with other traffic records system components.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 223:

Do the courts' case management system data dictionaries provide a definition for each data field?



Standard of Evidence:

Provide a list of Case Management Systems used by both State and local level courts and note if a data dictionary is available for each one. Provide a data dictionary for one State, one county/district, and one local (municipal) court if they do not use the same case management systems.

Question Rank:
Very Important

Assessor conclusions:

The State was able to provide a list of Case Management Systems used within the State although they were not able to provide a data dictionary for each system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 224:

Do the courts' case management system data dictionaries clearly define all data fields?



Standard of Evidence:

Use the data dictionaries provided in response to Question 223.

Question Rank:

Somewhat Important

Assessor conclusions:

The State was unable to provide the case management system data dictionaries.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 225:

Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?



Standard of Evidence:

Provide a list of data fields populated through interface linkages with other traffic records system components.

Question Rank:

Somewhat Important

Assessor conclusions:

The State does not have a standard data dictionary for case management through all of the courts. The State has indicated that several different case management systems are in place but do not demonstrate how any of these may integrate with traffic record components.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 226:

Do the prosecutors' information systems have data dictionaries?

Standard of Evidence:

Provide a data dictionary for the State prosecutors' office (State level courts that handle the most traffic violations). Indicate whether local prosecutors (cities, counties) have one or numerous types of data systems.

Assessor conclusions:

The State was unable to provide any data dictionaries utilized by prosecutors' information systems.



Question Rank:
Somewhat Important

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 227:

Can the State track citations from point of issuance to posting on the driver file?

Standard of Evidence:

Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).

Assessor conclusions:

The State does not track citation data over its life cycle. Each agency in the State is responsible for tracking it's own citation data.



Question Rank:
Very Important

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 228:

Does the State measure compliance with the process outlined in the citation lifecycle flow chart?



Standard of Evidence:

Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not measure compliance with the process outlined in the citation lifecycle flow chart.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 229:

Is the State able to track DUI citations?



Standard of Evidence:

Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.

Question Rank:
Very Important

Assessor conclusions:

The State is able to track DUI citations once they are issued to the offender.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 230:

Does the DUI tracking system include BAC and any drug testing results?



Standard of Evidence:

If no statewide DUI tracking system is in place, indicate whether the driver history record contains the BAC test results.

Question Rank:
Very Important

Assessor conclusions:

The State does report BAC results. The results of the test, up to and including the actual BAC of the operator, is contained within the record.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 231:

Does the State have a system for tracking administrative driver penalties and sanctions?



Standard of Evidence:

Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.

Question Rank:
Very Important

Assessor conclusions:

The State does not have a system for tracking administrative driver penalties although they can track sanctions and ensure the accuracy of submitted documents.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 232:

Does the State have a system for tracking traffic citations for juvenile offenders?



Standard of Evidence:

Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.

Question Rank:
Very Important

Assessor conclusions:

The State does not have a specific system/criteria for tracking traffic citations for juvenile offenders.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 233:

Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?



Standard of Evidence:

Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).

Question Rank:
Somewhat Important

Assessor conclusions:

The State by court rule distinguishes between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 234:

Does the State track deferral and dismissal of citations?



Standard of Evidence:

Provide a flow chart documenting the deferral and the dismissal of citations.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not track the deferral or dismissal of citations.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 235:

Are there State and/or local criteria for deferring or dismissing traffic citations and charges?



Standard of Evidence:

Provide the criteria for deferring or dismissing traffic citations and charges.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not have any State or local criteria for deferring or dismissing traffic citations and charges. The decision of whether to defer or dismiss is made at the local court level.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 236:

If the State purges its records, are the timing conditions and procedures documented?



Standard of Evidence:

Provide a narrative documenting whether or not the State purges records. If so, list the types of records the State purges and provide the criteria for doing so.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has a manual that indicates the proper procedure for purging records and the timing requirements for each type of record.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 237:

Are the security protocols governing data access, modification, and release officially documented?



Standard of Evidence:

Provide the official security protocols governing data access, modification, and release.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has applied not only its own statutory requirements governing the release of driver information, but also applies the federal standard (18 U.S.C. 2721-2725).

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 238:

Is citation data linked with the driver system to collect driver information, to carry out administrative actions (e.g., suspension, revocation, cancellation, interlock) and determine the applicable charges?



Standard of Evidence:

Describe how citation, adjudication and driver data are linked and by what means administrative actions are carried out or posted using these linkages.

Question Rank:
Very Important

Assessor conclusions:

The State has not linked citation data with the driver system to collect driver information, to carry out administrative actions, or to determine the applicable charges.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 239:

Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?



Standard of Evidence:

Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.

Question Rank:
Very Important

Assessor conclusions:

The State has not linked the adjudication data with the driver system to collect certified driver records and administrative actions, to determine the applicable charges, or to post the dispositions to the driver file.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 240:

Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?



Standard of Evidence:

Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not linked citation data with the vehicle file to collect vehicle information and carry out administrative actions.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 241:

Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?



Standard of Evidence:

Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not linked adjudication data with the vehicle file to collect vehicle information and carry out administrative actions.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 242:

Is citation data linked with the crash file to document violations and charges related to the crash?



Standard of Evidence:

Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not linked citation data with the crash file to document violations and charges related to any crashes.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 243:

Is adjudication data linked with the crash file to document violations and charges related to the crash?



Standard of Evidence:

Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not linked adjudication data with the crash file to document violations and charges related to crashes.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 244:

Is there a set of established performance measures for the timeliness of the citation systems?



Standard of Evidence:

If there is a statewide citation tracking system in the State, provide timeliness measures used. If there are two or more centralized citation tracking systems, provide timeliness measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established timeliness performance measures for the citation systems. However, final dispositions are tracked to ensure they are reported to the Secretary of State within a five day timeline after disposition.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 245:

Is there a set of established performance measures for the accuracy of the citation systems?



Standard of Evidence:

Provide accuracy measures for the statewide citation tracking system. If there are several citation tracking systems, provide accuracy measures for one of them.

Question Rank:
Very Important

Assessor conclusions:

The State has not established performance measures for the accuracy of the citation systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 246:

Is there a set of established performance measures for the completeness of the citation systems?



Standard of Evidence:

Provide completeness measures for the statewide citation tracking system. If there are several citation tracking systems, provide completeness measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for the completeness of the citation systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 247:

Is there a set of established performance measures for the uniformity of the citation systems?



Standard of Evidence:

Provide uniformity measures for the statewide citation tracking system. If there are several citation tracking systems, provide uniformity measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for the uniformity of the citation systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 248:

Is there a set of established performance measures for the integration of the citation systems?



Standard of Evidence:

Provide integration measures for the statewide citation tracking system. If there are several citation tracking systems, provide integration measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for the integration of the citation systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 249:

Is there a set of established performance measures for the accessibility of the citation systems?



Standard of Evidence:

Provide accessibility measures for the statewide citation tracking system. If there are several citation tracking systems, provide accessibility measures for one of them.

Question Rank:
Less Important

Assessor conclusions:

The State has not established performance measures for the accessibility of the citation systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 250:

Is there a set of established performance measures for the timeliness of the adjudication systems?



Standard of Evidence:

Provide timeliness measures for the statewide adjudication tracking system. If there are several adjudication tracking systems, provide timeliness measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for the timeliness of the adjudication systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 251:

Is there a set of established performance measures for the accuracy of the adjudication systems?



Standard of Evidence:

Provide accuracy measures for the statewide adjudication tracking system. If there are several adjudication tracking systems, provide accuracy measures for one of them.

Question Rank:
Very Important

Assessor conclusions:

The State has not established performance measures for the accuracy of the adjudication systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 252:

Is there a set of established performance measures for the completeness of the adjudication systems?



Standard of Evidence:

Provide completeness measures for the statewide adjudication tracking system. If there are several adjudication tracking systems, provide completeness measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for the completeness of the adjudication systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 253:

Is there a set of established performance measures for the integration of the adjudication systems?



Standard of Evidence:

Provide integration measures for the statewide adjudication tracking system. If there are several adjudication tracking systems, provide integration measures for one of them.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established performance measures for integration of the adjudication system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 254:

In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?



Standard of Evidence:

Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.

Question Rank:
Very Important

Assessor conclusions:

The State does not have a specific agency that issues citation numbers therefore the information on intermediate dispositions is not captured.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 255:

Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?



Standard of Evidence:

Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has no established quality control measures to ensure accurate and timely DUI data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|







EMS / Injury Surveillance

The Illinois Injury Surveillance System includes all the fundamental components of an ideal system, including emergency department (ED) and hospital discharge (HD) databases, a trauma registry, a vital records (VR) system, and, although not reviewed as part of the ISS or currently being shared with highway safety partners, Emergency Medical Services (EMS) data. Illinois also utilizes data from the State Violent Death Reporting System.

All of the component systems have the capacity to track the frequency, nature, and severity of traffic related injuries, and all except EMS have the capacity to make data available to identify problems and plan and evaluate traffic safety programs. The EMS data sharing agreements have lapsed but may be renewed in the future. All of the systems comply with the corresponding national data standard. Injury severity score data is collected by EMS (GCS) and the Trauma Registry (AIS, ISS, and derived GCS) but not by the ED or HD systems. Each of the ISS systems indicated that they have a data dictionary, but only EMS provided requested information regarding the collection, management, and maintenance of data.

All systems describe a set of edit checks and/or validation rules to which data entering the system is subjected. The systems have measures in place to address reports with errors. EMS and the trauma registry do not allow reports with errors to be entered; the others have a method to track returned records through the correction and resubmission process.

The systems employ a variety of methods to make aggregate data available to outside parties. Most involve a formal request and the development of a data use agreement. Aggregate trauma registry data is available on the IDPH web site through a query system.

Limited state level correction authority to correct obvious errors without returning reports to the submitting entity is granted for the trauma registry and Vital Records systems, but not for the EMS, ED, and HD systems. The EMS system process of only accepting error-free reports combined with error reports to the submitting entity appears equally effective.

None of the ISS systems have developed and implemented formal performance measures that enable them to track and quantify performance within their system. Performance measures include a baseline and goal over a period of time. The State indicates that it is working to develop performance measures as described in the Advisory.

Quality control reporting varies among the six component systems. EMS has a web site that allows for comparative and trend analyses and has performance reporting to submitting entities for accuracy and completeness. The ED and HD systems generate data quality summaries as data is submitted and conduct quality control reviews but copies of these reports were not provided. The trauma system references a 2015 report conducted to review and update accuracy and completeness metrics but it is not a regular report. Vital records does run data quality queries to address submission time compliance and provides feedback by memo or informational bulletin. Identified high frequency errors are used to update training and user manuals. Also, NCHS sends reports to VR to identify submitted errors, training needs, and program changes.

None of the component systems generate reports for the TRCC on a regular basis.





Strengths

Illinois has developed an excellent infrastructure for data quality in that all databases have data dictionaries and conform to national data standards. This has been accomplished despite shortages in key staff.

All of the State data systems have well established procedures and processes for making data available to outside parties. This creates advocacy for the development and improvement of the State's databases.

Opportunities

Each component of the ISS should be provided the opportunity to regularly share data with the TRCC. The exposure of key stakeholders to reports from other data systems can identify collaborative opportunities.

Use the existing submission guidelines and performance standards to develop performance measures that will track and document system improvements. The Advisory is a good source of information on performance measures.

The State should review all current processes and procedures to develop formal documentation wherever possible. This can help to assure that procedures are followed consistently.

Question 256:

Does the injury surveillance system include EMS data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of EMS data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

The response states that EMS has not been reviewed as part of the ISS.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 257:

Does the injury surveillance system include emergency department (ED) data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of emergency department (ED) data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

Emergency data is included in the State's injury surveillance system. Illinois participates in the State Injury Indicators Report through the CDC's National Center for Injury Prevention and Control. Emergency department data is analyzed for unintentional and intentional injuries, including injuries as a result of motor vehicle crashes. The State's 2013 submission to the CDC was submitted as evidence.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 258:

Does the injury surveillance system include hospital discharge data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of hospital discharge data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

The State cites its participation in the State Injury Indicators Report through the CDC's National Center for Injury Prevention and Control. Hospital discharge data is analyzed for unintentional and intentional injuries, including injuries as a result of motor vehicle crashes. However, no sample report or other documentation was provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 259:

Does the injury surveillance system include trauma registry data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of trauma registry data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

Trauma registry data is available upon request from the IDPH (aggregate data from 1994-2012). It has been used for traffic safety planning through internal projects to IDPH and IDOT, including alcohol involvement in trauma patients from traffic crashes and helmet use and injury outcomes among ATV crash victims.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 260:

Does the injury surveillance system include rehabilitation data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of rehabilitation data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

The Illinois ISS does not include an independent rehabilitation data set, however some related variables may be taken from the trauma registry.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 261:

Does the injury surveillance system include vital records data?



Standard of Evidence:

Provide an injury surveillance report that illustrates the use of vital data and data from other injury surveillance systems.

Question Rank:
Very Important

Assessor conclusions:

The response references a report that includes vital records data, including motor vehicle deaths, but the report is not attached.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 262:

Does the injury surveillance system include other data?



Standard of Evidence:

List any other databases or sources included in the injury surveillance system and provide a sample report using data from each of these sources. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.

Question Rank:
Very Important

Assessor conclusions:

The State also utilizes the Illinois Violent Death Reporting System (IVDRS) which includes several traffic records systems in addition to crime lab reports.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 263:

Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



Standard of Evidence:

Provide the most recent motor vehicle-related incident counts for the EMS system, any injury severity categorizations applied, and the provider's primary impression (if applicable).

Question Rank:
Very Important

Assessor conclusions:

The EMS system contains elements that identify the nature and severity of injuries; it also contains mechanism of injury indicators used to identify traffic-related injuries.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 264:

Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



Standard of Evidence:

Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

Question Rank:
Very Important

Assessor conclusions:

The emergency department data contains elements to track the frequency, nature, and severity of injuries from traffic crashes (ICD, Ecode, etc.). Although AIS and ISS are not included in this dataset, other elements are used to develop a severity index.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 265:

Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



Standard of Evidence:

Provide the most recent motor vehicle-related incident counts for the hospital discharge data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

Question Rank:
Very Important

Assessor conclusions:

The hospital discharge data contains elements to track the frequency, nature, and severity of injuries from traffic crashes (ICD, Ecode, etc.). Although AIS and ISS are not included in this dataset, other elements are used to develop a severity index.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 266:

Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



Standard of Evidence:

Provide the most recent motor vehicle-related incident counts for the trauma registry data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.

Question Rank:
Very Important

Assessor conclusions:

The trauma registry can track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State. A quarterly report detailing nature of injury, injury severity, and frequency of persons with said injury was provided.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 267:

Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?



Standard of Evidence:

Provide the most recent motor vehicle-related incident counts from the vital records data and the cause of death.

Question Rank:
Very Important

Assessor conclusions:

The State indicates that the vital records data system tracks all traffic-related deaths and contains information about the cause and manner of death. The rating reflects the lack of evidence to support the response.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 268:

Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?



Standard of Evidence:

Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.

Question Rank:
Very Important

Assessor conclusions:

From 2005-2013, prehospital data was shared with IDOT for program planning and evaluation. Those agreements have lapsed and data is not currently being shared or utilized by traffic safety partners to identify problems, evaluate programs, and allocate resources. There are future plans to reconstitute the CODES program with a new analyst, which would include renewing this data use agreement.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 269:

Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?



Standard of Evidence:

Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.

Question Rank:
Very Important

Assessor conclusions:

Emergency department data has been made available to IDOT for traffic program planning and evaluation efforts. The rating reflects the fact that the State did not describe nor attach any of the highway safety project reports for which the ED data was used.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 270:

Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?



Standard of Evidence:

Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.

Question Rank:
Very Important

Assessor conclusions:

Hospital inpatient discharge data has been made available to IDOT for traffic program planning and evaluation efforts. The rating reflects the fact that the State did not describe nor attach any current highway safety project reports for which the hospital discharge data was used.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 271:

Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?



Standard of Evidence:

Provide a sample report or narrative description of a highway safety project that utilized trauma registry data to identify a problem, evaluate a program, or allocate resources.

Question Rank:
Very Important

Assessor conclusions:

The State's trauma registry data is available for analysis and to identify problems, evaluate programs, and allocate resources. Submitted reports "Access to Trauma Care in Southern Cook County" demonstrates the use of EMS, hospital discharge, and trauma registry data in evaluating the impact of the closure of trauma services on Cook County. This project demonstrates not only that trauma data is available, but the EMS data and the hospital discharge data are available, for problem identification, program evaluation, and resource allocation.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 272:

Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?



Standard of Evidence:

Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).

Question Rank:
Very Important

Assessor conclusions:

Vital records information is provided to IDOT to confirm traffic fatalities in a database, but it has not been used specifically to plan or evaluate programs. However, the inclusion of IDPH data in the IDOT database illustrates the availability of the data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 273:

Does the State have a NEMSIS-compliant statewide database?



Standard of Evidence:

Demonstrate submission to the nationwide NEMSIS database and provide any relevant State statutes or regulations. If not compliant, provide narrative detailing the State's efforts to achieve NEMSIS compliance.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Department of Public Health's pre-hospital data program first submitted data to the NEMSIS national repository in July of 2011, and has been submitting on a quarterly basis ever since. Adherence to the NEMSIS National EMS Dataset has been 100% for all submissions. A letter documenting Illinois' contributions to the NEMSIS database was submitted as evidence.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 274:

Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?



Standard of Evidence:

Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.

Question Rank:
Very Important

Assessor conclusions:

The hospital systems comply with UB04 data standards and data dictionaries and state rules are available.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 275:

Does the State's trauma registry database adhere to the National Trauma Data Standards?



Standard of Evidence:

Provide the trauma registry data dictionary and any relevant State statutes or regulations.

Question Rank:
Very Important

Assessor conclusions:

The State Trauma Registry complies with the National Trauma Data Standards and a mechanism for transmission of records to the national database is in place for centers that wish to do so.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|---|---------------------------|---|----------------------|-------|

Question 276:

Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?



Standard of Evidence:

Provide a distribution of AIS and ISS scores for the most recent year available.

Question Rank:
Somewhat Important

Assessor conclusions:

Neither the Abbreviated Injury Scale (AIS) or the Injury Severity Scores (ISS) are derived from the State's emergency department and hospital discharge data for motor vehicle crash patients.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 277:

Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?



Standard of Evidence:

Provide a distribution of AIS and ISS scores for the most recent year available.

Question Rank:
Very Important

Assessor conclusions:

The trauma registry does contain AIS and ISS values for all traumatically injured patients.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|---|---------------------------|---|----------------------|-------|





Question 278:

Does the State EMS database collect the Glasgow Coma Scale (GCS) data for motor vehicle crash patients?



Standard of Evidence:

Provide a distribution of GCS scores for motor vehicle crash patients for the most recent year available.

Question Rank:
Less Important

Assessor conclusions:

The Illinois pre-hospital database contains the Glasgow Coma Score (GCS). A distribution of GCS scores for motor vehicle crash patients for 2015 meets the evidence requirement.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 279:

Does the State trauma registry collect the Glasgow Coma Scale (GCS) data for motor vehicle crash patients?



Standard of Evidence:

Provide a distribution of GCS scores for motor vehicle crash patients for the most recent year available.

Question Rank:
Less Important

Assessor conclusions:

The Glasgow Coma Score (GCS) for motor vehicle crash patients can be derived from the trauma registry.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|---|---------------------------|---|----------------------|-------|





Question 280:

Are there State privacy and confidentiality laws that supersede HIPAA?



Standard of Evidence:

Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.

Question Rank:
Very Important

Assessor conclusions:

The intent of this question is to determine if there are any obstacles to data sharing among State agencies with regard to identifiable data or protected health information. Illinois does not have any State laws that are more stringent than HIPAA that would prevent data sharing.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 3 | Responses received | 3 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 281:

Does the EMS system have a formal data dictionary?



Standard of Evidence:

Provide the data dictionary including, at a minimum, the variable names and definitions.

Question Rank:
Very Important

Assessor conclusions:

The Illinois pre-hospital database adheres to the NEMSIS national standard for EMS data. This enables Illinois to use the NEMSIS Data Dictionary, in combination with a list of elements comprising the Illinois data set and a set of state-specific error checking rules, as its data dictionary. All three documents (data dictionary, pre-hospital transport data set, and the data consistency rule set) were submitted as evidence.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 282:

Does the EMS system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



Standard of Evidence:

Provide a user's manual or other form of documentation of the EMS data collection system. Such documentation should include a list of the dataset's variables and a description of how the data is collected, managed and maintained.

Question Rank:
Very Important

Assessor conclusions:

The State maintains formal documentation - the NEMSIS data dictionary - that provides information on the data characteristics, values, limitations and exceptions, and whether submitted or user created. The NEMSIS data dictionary also specifies how and by whom each data element is collected and how the specific data element is used. Additional documentation, "Summary of self-consistency and validation rules that will be enforced," provides information on edit checks and validation rules for specific data elements.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 283:

Does the emergency department dataset have a formal data dictionary?



Standard of Evidence:

Provide the data dictionary including, at a minimum, the variable names and definitions.

Question Rank:
Very Important

Assessor conclusions:

The State maintains a data dictionary for the emergency department data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 284:

Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



Standard of Evidence:

Provide the documentation.

Question Rank:
Very Important

Assessor conclusions:

The State maintains formal documentation for the emergency department data. The data dictionary provides a summary dataset—characteristics, values, limitations and exceptions and the State's legislation (rules and regulations) describe the collection, management and maintenance of the data. The Partially Meets rating reflects the lack of narrative or supporting documentation pointing to the specific rules and regulations for the general management of the data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 285:

Does the hospital discharge dataset have a formal data dictionary?



Standard of Evidence:

Provide the data dictionary including, at a minimum, the variable names and definitions.

Question Rank:
Very Important

Assessor conclusions:

The data dictionary is complete with elements and attributes.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 286:

Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



Standard of Evidence:

Provide the documentation.

Question Rank:
Very Important

Assessor conclusions:

The State does not maintain formal documentation about the collection, characteristics, and management of the hospital discharge data. It is unclear if such documentation may be maintained by the Illinois Hospital Association, the entity responsible for the collection of hospital discharge data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 287:

Does the trauma registry have a formal data dictionary?



Standard of Evidence:

Provide the data dictionary including, at a minimum, the variable names and definitions.

Question Rank:
Very Important

Assessor conclusions:

There is a data dictionary available for the trauma registry. Note: the attachment was an Outlook 2010 message with the dictionary attached. It might be better to attach the pdf directly if the Outlook message isn't accessible to everyone.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 288:

Does the trauma registry dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



Standard of Evidence:

Provide the documentation.

Question Rank:
Very Important

Assessor conclusions:

The State indicated that the collection, characteristics, and management of the trauma registry data are contained within its data dictionary. The data dictionary nor any additional documentation was provided in response to this question. A URL was provided but is not acceptable as evidence.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 289:

Does the vital records system have a formal data dictionary?



Standard of Evidence:

Provide the data dictionary including, at a minimum, the variable names and definitions.

Question Rank:
Very Important

Assessor conclusions:

There is a State vital records data dictionary with elements and attributes.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 290:

Does the vital records system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?



Standard of Evidence:

Provide the documentation.

Question Rank:
Very Important

Assessor conclusions:

The State conforms to the NCHS data layout, but does not maintain comprehensive documentation related to rules and processes for collecting, managing, and maintaining (including sharing/release policies) of the death records data system independent of its use in traffic safety.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 291:

Is there a single entity that collects and compiles data from the local EMS agencies?



Standard of Evidence:

Identify the State agency or third party to which the EMS data is initially submitted.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Department of Public Health is statutorily responsible for the prehospital data system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 292:

Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?



Standard of Evidence:

Identify the State agency or third party to which the data on emergency department visits is initially submitted.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Hospital Association is responsible for the emergency department data system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 293:

Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?



Standard of Evidence:

Identify the State agency or third party to which the data on hospital discharges is initially submitted.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Hospital Association is responsible for the hospital inpatient data system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 294:

Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?



Standard of Evidence:

Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.

Question Rank:
Very Important

Assessor conclusions:

A process flow diagram was provided that includes data submission through vendor software, State provided software, and paper reports.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 295:

Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?



Standard of Evidence:

Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.

Question Rank:
Very Important

Assessor conclusions:

Data is captured by each hospital, transmitted to the vendor (COMPDATA) within 65 days of the close of the quarter. After validating the data, it is transmitted to the IDPH within 30 days of closing the file.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 296:

Is there a process flow diagram that outlines the hospital discharge data's key data process flows, including inputs from other systems?



Standard of Evidence:

Provide the flow diagram. Alternatively, provide a narrative description of the hospital discharge data process flows from patient arrival to submission of the uniform billing data to the State repository.

Question Rank:
Very Important

Assessor conclusions:

Each hospital submits data to the vendor (COMPDATA) within 65 days of the end of the quarter. After validating the file, it is transmitted to the IDPH within 30 days of its closing via secure FTP.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 297:

Is there a process flow diagram that outlines the trauma registry's key data process flows, including inputs from other systems?



Standard of Evidence:

Provide the flow diagram. Alternatively, provide a narrative description of the hospital discharge data process flows, from trauma activation to submission of the trauma data to the State registry.

Question Rank:
Very Important

Assessor conclusions:

Data from other systems, to include all cases that meet trauma criteria, are submitted to the web-based Illinois Trauma Registry electronically. Documentation of these processes is not available.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 298:

Are there separate procedures for paper and electronic filing of EMS patient care reports?



Standard of Evidence:

Provide a copy of the procedures for paper and electronic filing or a narrative describing the procedures.

Question Rank:
Less Important

Assessor conclusions:

The State maintains separate procedures for paper and electronic filing of EMS patient care reports. The Prehospital Care Report Paper Form Completion Manual details the completion and submission to the State procedures. Additional documentation provided describes the submission of data via the State-supplied prehospital data collection software as well as evidence of validation for EMS providers submitting via third-party software.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 299:

Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process of collecting, editing and submitting emergency department and hospital discharge data to the statewide repository.

Question Rank:
Very Important

Assessor conclusions:

The IDPH vendor (COMPDATA) maintains documentation related to collection, editing, and submission of clinical data. Those files are accessible via their webpage and include detailed descriptions of error-checking procedures as well.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 300:

Does the trauma registry have documented procedures for collecting, editing, error checking, and submitting data?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for collecting, error-checking and submitting trauma registry data.

Question Rank:
Very Important

Assessor conclusions:

The State relies on edit checks built into the trauma registry data collection software and records are only accepted/approved in the State file once those checks are satisfied.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 301:

Are there procedures for collecting, editing, error-checking, and submitting data to the statewide vital records repository?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for collecting, error-checking and submitting data to the vital records repository.

Question Rank:
Very Important

Assessor conclusions:

The Illinois Department of Public Health, Vital Records maintains the Illinois Vital Records System (IVRS), the statewide repository for deaths occurring in IL. When a death occurs, information regarding the decedent is entered into IVRS by either the funeral home handling the remains or by the coroner/medical examiner in the county where death occurred (if no funeral home has been contacted). The IVRS has edit and error-checking capabilities that require the user to answer mandatory fields and ensure that only valid information is entered into the appropriate fields.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 302:

Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for returning data to the reporting EMS agencies for correction and resubmission.

Question Rank:
Very Important

Assessor conclusions:

EMS reports submitted through the State-supplied software will not be accepted until all validation checks are satisfied, so no records are rejected from the State. Those agencies using third-party software packages submit records in batches which are subjected to the State validation checks. The State maintains documented procedures for returning rejected data to the reporting EMS agencies for correction and re-submission. The documents provided to support the response include a feedback report for EMS agencies using third party software, explanatory memo for paper submissions, and an example error report for an agency that submits via paper form. Agencies submitting via State-supplied software are subject to the same edit and logic checks that are in place at the State-level repository; only records that are error-free can be saved and submitted to the State. Therefore, no correction or resubmission is necessary with this submission channel.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 303:

Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?



Standard of Evidence:

Provide a copy of the procedures or a narrative that describes the process for returning data to the reporting emergency departments for correction and resubmission.

Question Rank:
Very Important

Assessor conclusions:

Quality reports are generated and sent to each hospital submitting emergency department data. The error-related report includes details about each record that was rejected. An Edit Detail report is maintained throughout the correction process and a record is removed from the report once it is successfully resubmitted.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 304:

Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for returning data to the reporting hospitals for correction and resubmission.

Question Rank:
Very Important

Assessor conclusions:

Rejected hospital discharge data is returned to the submitting facility along with a detailed error report for each rejected record. The submitting facilities also receive a summary report of the accepted data including frequency counts for each data element; this report enables hospitals to verify the quality of the data. The IDPH does not have formal documentation of this process.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 305:

Are there documented procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for returning data to the reporting trauma center for correction and resubmission.

Question Rank:
Very Important

Assessor conclusions:

Trauma registry data cannot be accepted into the State repository unless the data meets certain data quality requirements and the values entered are within the defined accepted values for such data field. This system eliminates the need to return rejected trauma data to the reporting trauma centers for correction and resubmission.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 306:

Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?



Standard of Evidence:

Provide a copy of the procedures or a narrative describing the process for returning data to the reporting vital records agency for correction and resubmission.

Question Rank:
Very Important

Assessor conclusions:

Different entities may bring to the attention of the IDPH Vital Records staff possible errors in the death data; entities may include families, funeral homes, coroner/medical examiner, IDOT staff). Vital Records staff then follows up with the coroner/medical examiner in the county where the death occurred to confirm or correct the information submitted on the death record. Errors brought to Vital Records attention by family, funeral homes, or coroner/medical examiner must be dealt with in accordance with Vital Records (410 ILCS 535) and Vital Records Administrative Code (77 IL Admin Code, Part 500) that address corrections to the record of death.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 307:

Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?



Standard of Evidence:

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the EMS data for analytical purposes.

Question Rank:
Very Important

Assessor conclusions:

Aggregate EMS data is available upon request. The IDPH Data Release and Research Committee have implemented a very comprehensive process for accessing record-level data managed by the IDPH. That process includes an initial data request, IRB approval, committee review, and development of a data use agreement if the request is granted.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 308:

Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?



Standard of Evidence:

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the emergency department data for analytical purposes.

Question Rank:
Very Important

Assessor conclusions:

The IDPH has implemented a very comprehensive process for accessing data managed by the IDPH. That process includes an initial data request, IRB approval, committee review, and development of a data use agreement if the request is granted. This process is clearly outlined on the IDPH webpage.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 309:

Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?



Standard of Evidence:

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the hospital discharge data for analytical purposes.

Question Rank:
Very Important

Assessor conclusions:

The IDPH has implemented a very comprehensive process for accessing data managed by the IDPH. That process includes an initial data request, IRB approval, committee review, and development of a data use agreement if the request is granted. This process is clearly outlined on the IDPH webpage.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 310:

Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?



Standard of Evidence:

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the trauma registry data for analytical purposes.

Question Rank:
Very Important

Assessor conclusions:

Aggregate trauma registry data is available on the IDPH website through a query system.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 311:

Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?



Standard of Evidence:

Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the vital records data for analytical purposes.

Question Rank:
Very Important

Assessor conclusions:

Aggregate vital records data is available to outside parties for analytical purposes through the IL Center for Health Statistics; requests are made by email or postal mail. Interested researchers can request data by following the steps on the IL Department of Public Health website, a copy (screen shot) of which was provided as supporting documentation.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 312:

Is there an interface among the EMS data and emergency department and hospital discharge data?



Standard of Evidence:

Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available provide the applicable data exchange agreement.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no interface between the EMS and hospital (emergency department or hospital discharge) data systems.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 313:

Is there an interface between the EMS data and the trauma registry data?

Standard of Evidence:



Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.

Question Rank:
Very Important

Assessor conclusions:

There is no interface between the EMS and trauma registry data systems.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 314:

Is there an interface between the vital statistics and hospital discharge data?

Standard of Evidence:



Provide a narrative description of the interface link between the vital statistics and hospital discharge data. If available provide the applicable data exchange agreement.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no interface between the vital statistics system and the hospital discharge system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 315:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

Question Rank:
Very Important

Assessor conclusions:

The State has developed and documented an extensive set of validation checks through which all EMS records must pass before inclusion in the State file.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 316:

Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?



Standard of Evidence:

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no State-level correction authority for EMS records, all corrections must be made by the submitting agency. Limited State-level correction authority may be helpful to reduce the time necessary to finalize a dataset if it is an obvious or inferred error that wouldn't require agency correction (i.e. incorrect gender - pregnant male).

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 317:

Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?



Standard of Evidence:

Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.

Question Rank:
Very Important

Assessor conclusions:

EMS agencies submitting data via third-party software upload files to a secure web-server, from which a utility transfers them to a folder within the main application housed at the State. Records contained in these files are checked for errors; those without errors are stored in the State database while those with one or more errors are rejected. The system automatically emails feedback to the agency for each file submitted, regardless of whether or not there were rejections. If there were one or more rejections then the report lists the affected records along with error descriptions. The State-supplied data collection software contains the same error-checking logic as the main system housed at the State, and only records that are error-free at the end-user level can be saved and submitted to the State repository. Therefore, no correction or resubmission is necessary with this submission channel. Paper submitters receive an error report and explanatory memo with each batch of rejected forms returned to them. The Feedback Report for the electronic submission of EMS data specifically requests that the EMS provider "Please correct and re-upload all rejected patient care records, using (identifying) information to identify which records need correcting, and what corrections are necessary."

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 318:

Are there timeliness performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Mandated guidelines are not performance measures. Performance measures include a baseline and goal over a period of time (i.e. to increase the % of records received within 30 days of the close of the quarter from 90% in 2016 to 95% in 2020).

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 319:

Are there accuracy performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Edit and validation checks are not performance measures. Performance measures include a baseline and goal over a period of time (i.e. to increase the % of records with the correct date of birth from 90% in 2016 to 95% in 2020). Such variables may satisfy the automated checks but still be inaccurate.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 320:

Are there completeness performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Frequency reporting is not a performance measure. Performance measures include a baseline and goal over a period of time (i.e. to increase the % of records with a non-missing value in the eight important data element fields from 90% in 2016 to 95% in 2020).

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 321:

Are there uniformity performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

System infrastructure compliance with NEMSIS is not a performance measure, uniformity also applies to all records within the system and if the providers are uniform in their interpretation and understanding of the elements (please refer to the Advisory for more information). Performance measures include a baseline and goal over a period of time. Also, webpage addresses are not acceptable documentation.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 322:

Are there integration performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no integration measures in place for the EMS data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 323:

Are there accessibility performance measures tailored to the needs of EMS system managers and data users?



Standard of Evidence:

Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Existence of a website is not a performance measure. Performance measures include a baseline and goal over a period of time (i.e. to increase the # of EMS agencies accessing data analysis tools from 28 in 2016 to 65 in 2020). The State indicates that it is working to develop performance measures as described in the Advisory.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 324:

Has the State established numeric goals—performance metrics—for each EMS system performance measure?



Standard of Evidence:

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has established goals for each of the performance categories, although some are merely mandated guidelines.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 325:

Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



Standard of Evidence:

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

Question Rank:
Very Important

Assessor conclusions:

There is performance reporting for the EMS system that provides specific accuracy and completeness feedback to each submitting entity. The Partially Meets rating reflects the lack of timeliness reporting. Timeliness can measure the time from when the custodial agency receives the data to the point when the data is available for analysis. Timely data is important as data-driven decisions are made in highway safety.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|

Question 326:

Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.

Question Rank:
Very Important

Assessor conclusions:

There is no formal or documented process, but feedback from field personnel is incorporated in training manual and edit check revisions.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|---|---------------------------|---|----------------------|------|





Question 327:

Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?



Standard of Evidence:

Provide a sample quality control review of injury records that details the system's data completeness.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no formal, regular quality control review process for the EMS data system. Errors identified during other analytical efforts are taken under advisement.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 328:

Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?



Standard of Evidence:

Describe the analyses, provide a sample record or output, and specify their frequency.

Question Rank:
Less Important

Assessor conclusions:

Illinois maintains a website for Illinois EMS Systems that enables EMS Systems to review year-to-date and previous year statistics, allowing for comparison, e.g. number of calls YTD compared to the same time period for the previous year. Comparisons can be made across the EMS agency, EMS System-wide, and statewide levels.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 329:

Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

Question Rank:
Somewhat Important

Assessor conclusions:

There is a process for receiving data quality feedback from key users. If a data user were to find a data issue, that person would report the issue directly to the EMS program administrator, but it is not clear how the issue is communicated to EMS data collectors and managers or whether such feedback has influenced a system change.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 2 | Responses received | 2 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|

Question 330:

Are EMS data quality management reports produced regularly and made available to the State TRCC?



Standard of Evidence:

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

Question Rank:
Somewhat Important

Assessor conclusions:

EMS data quality management reports are available to the State TRCC upon request. The reports address the completeness of eight data elements ("real values" versus missing or "NOT" valued). The Partially Meets rating reflects the limited information available in the reports (e.g., does not address accuracy, no focus on records with injury due to motor vehicle crash) and that the reports are available upon request. As a State that has produced data linkages among crash, EMS, and hospital data, data quality reports would help identify the quality of the data in general, but also the data elements that aid in linkage (person, place, time identifiers). Ideally, reports would be generated and provided to the committee as a standard course of business.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|
| Respondents assigned | 1 | Responses received | 1 | Response rate | 100% |
|-----------------------------|----------|---------------------------|----------|----------------------|-------------|





Question 331:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

Question Rank:
Very Important

Assessor conclusions:

The software vendor COMPdata employs automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements. Logic checks among related data elements (age, gender, service date, etc.) are conducted as well.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 332:

Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?



Standard of Evidence:

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.

Question Rank:
Somewhat Important

Assessor conclusions:

There is no limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 333:

Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?



Standard of Evidence:

Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.

Question Rank:
Very Important

Assessor conclusions:

COMPdata maintains a proprietary data user manual for use by submitting facilities. Records are validated upon submission; rejected records generate an edit error report containing record key values, the data value in error and reason for the error. Each facility is expected to make necessary corrections and resubmit the record prior to quarter closing. There are no formally documented procedures for tracking records to correction and resubmission.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 334:

Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ timeliness performance measures. There is a requirement that the data be submitted within 65 days of the close of the quarter; this does not constitute a performance measure. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 335:

Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ accuracy performance measures for the emergency department and hospital discharge data. Rather, it relies on the individual facilities to evaluate the content of the data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 336:

Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no completeness performance measures. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 337:

Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ uniformity performance measures for the emergency department and hospital discharge data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 338:

Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no integration performance measures. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 339:

Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?



Standard of Evidence:

Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 340:

Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?



Standard of Evidence:

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

Question Rank:
Somewhat Important

Assessor conclusions:

Without clearly established performance measures, there are no associated metrics.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 341:

Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



Standard of Evidence:

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

Question Rank:
Very Important

Assessor conclusions:

Data quality summaries are generated for each facility as data is submitted. However, it is unclear if these reports address specific timeliness, accuracy, and completeness feedback. The requested evidence was not provided.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 342:

Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.

Question Rank:
Very Important

Assessor conclusions:

High frequency errors are not used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 343:

Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?



Standard of Evidence:

Provide a sample quality control review of injury records that details the system's data completeness.

Question Rank:
Somewhat Important

Assessor conclusions:

Quality control reviews are conducted on critical elements and notices are provided to facilities when necessary. Such an instance may be when any category of data (inpatient, outpatient, etc.) is less than 98% error-free. A sample report was not available for review.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 344:

Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?



Standard of Evidence:

Describe the analyses, provide a sample record or output, and specify their frequency.

Question Rank:
Less Important

Assessor conclusions:

Trend analyses are not conducted to identify unexpected changes between agencies or over time. The State may want to consider developing periodic comparative and trend analyses that can be used for problem identification and unexplained differences in the data across years and submitting hospitals.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 345:

Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

Question Rank:
Somewhat Important

Assessor conclusions:

Data quality feedback from key users is not communicated back to emergency department and hospital discharge data collectors and data managers.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 346:

Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?



Standard of Evidence:

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

Question Rank:
Somewhat Important

Assessor conclusions:

Data quality management reports for the emergency department and hospital discharge data are not produced regularly and made available to the State TRCC.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 347:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

Question Rank:
Very Important

Assessor conclusions:

The web-based data collection software incorporates edit checks and validation rules to ensure data falls within acceptable ranges and values.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 348:

Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?



Standard of Evidence:

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.

Question Rank:
Somewhat Important

Assessor conclusions:

The IDPH Central Staff do have limited state-level correction authority do have authority to make corrections without returning the report to the originating entity. Each trauma registry user has an assigned Trauma Security Level which defines their level of access to the registry. IDPH staff have a System Administrator Level of Security that allows them to make changes to all types of trauma records.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 349:

Are there formally documented processes for returning rejected data to the collecting entity and tracking resubmission to the statewide trauma registry?



Standard of Evidence:

Provide the formal methodology or describe the process by which rejected data is returned to the collecting agency and tracked through resubmission to the statewide trauma registry.

Question Rank:
Very Important

Assessor conclusions:

No process or procedure is required for the rejection, correction, and resubmission of trauma data to the Statewide repository. Trauma data entered into the data collection software must be complete and accurate as it is entered. Information about the holding and correction of records with errors is not provided.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 350:

Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Mandated submission guidelines are not performance measures. Performance measures include a baseline and goal over a period of time (i.e. to increase the % of trauma records received within 10 days of the deadline from xx% in 2016 to xx% in 2020).

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 351:

Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no accuracy performance measures. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 352:

Are there completeness performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ completeness performance measures tailored to the needs of trauma registry managers and data users.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 353:

Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no uniformity performance measures. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 354:

Are there integration performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State does not employ integration performance measures tailored to the needs of trauma registry managers and data users.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 355:

Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?



Standard of Evidence:

Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

There are no accessibility performance measures. Performance measures include a baseline and goal over a period of time.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 356:

Has the State established numeric goals—performance metrics—for each trauma registry performance measure?



Standard of Evidence:

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established numeric goals—performance metrics—for each trauma registry performance measure. The State has an opportunity to use the data quality requirements as goals and create a baseline by which to measure the health and progress of the data going forward. The State should consider developing and instituting formal performance measures that can be used to improve data quality, inform validation rules, training content, and other data system documentation. NHTSA has available several publications that address performance measures for traffic records systems; including “Model Performance Measures for State Traffic Records Systems,” (DOT HS 811 441) published February 2011. This publication offers several examples of performance measures not only for the injury surveillance data systems, but all six components that make up a traffic records system.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 357:

Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



Standard of Evidence:

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

Question Rank:
Very Important

Assessor conclusions:

There is no performance reporting for the trauma registry, but it would seem that the system has the capability of producing such reports.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 358:

Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.

Question Rank:
Very Important

Assessor conclusions:

High frequency errors are not identified or incorporated into training manual or validation check revisions.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 359:

Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?



Standard of Evidence:

Provide a sample quality control review of injury records that details the system's data completeness.

Question Rank:
Somewhat Important

Assessor conclusions:

A comprehensive quality review was conducted by the EMSC in 2015 to review and update completeness and accuracy metrics, but this is not a regularly created report. The State should consider using that study as a starting point to develop and institute a formal quality review process that can be used to improve data quality, inform validation rules, training content, and other data system documentation.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 360:

Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?



Standard of Evidence:

Describe the analyses, provide a sample record or output, and specify their frequency.

Question Rank:
Less Important

Assessor conclusions:

Trend analyses are not regularly conducted to identify data abnormalities across agencies or over time.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 361:

Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

Question Rank:
Somewhat Important

Assessor conclusions:

Data quality feedback from key users is not communicated to trauma registry data collectors and data managers.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|

Question 362:

Are trauma registry data quality management reports produced regularly and made available to the State TRCC?



Standard of Evidence:

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

Question Rank:
Somewhat Important

Assessor conclusions:

Data quality management reports for the trauma registry data are not produced regularly and made available to the State TRCC. A representative from the trauma registry attends the State TRCC meetings.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 4 | Responses received | 2 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 363:

Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?



Standard of Evidence:

Provide the formal methodology or describe the process by which automated edit checks and validation rules ensure entered data falls within the range of acceptable values and is logically consistent among fields.

Question Rank:
Very Important

Assessor conclusions:

NCHS-compliant edit checks and validation rules from the CDC are incorporated into the data collection system, IVRS, to ensure all data falls within acceptable ranges.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 364:

Is limited state-level correction authority granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity?



Standard of Evidence:

Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with vital records.

Question Rank:
Somewhat Important

Assessor conclusions:

Limited state-level correction authority is granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity, though it does depend on the data field being amended. The Meets rating reflects the fact that there is limited correction authority for the obvious stuff.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 365:

Are there formally documented processes for returning rejected data to the collecting entity and tracking resubmission to vital records?



Standard of Evidence:

Provide the formal methodology or describe the process by which rejected data is returned to the collecting agency and tracked through resubmission to vital records.

Question Rank:
Very Important

Assessor conclusions:

Errors or omissions that are discovered at the time the death is being registered by the State's Local Registrars, can be 'rejected' and the record sent back to either the funeral home or coroner/medical examiner for clarification/completion. The IVRS tracks all rejected records until they are resolved.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 366:

Are there timeliness performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of timeliness performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Several timeliness reports may be run, but there is no formal performance measure. Performance measures include a baseline and goal to be achieved over a stated period of time.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 367:

Are there accuracy performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of accuracy performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

This refers to accuracy of records in the State vital records death file as defined in the Advisory. Performance measures include a baseline and goal to be achieved over a stated period of time.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 368:

Are there completeness performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of completeness performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

State law requires that all records be complete, but there is no formal performance measure. Performance measures include a baseline and goal to be achieved over a stated period of time. The existence of a law does not ensure that compliance is 100%, some records may be submitted incomplete initially and require additional information.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 369:

Are there uniformity performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

The State record follows the federal standard, but there is no formal performance measure. Performance measures include a baseline and goal to be achieved over a stated period of time. As standards change, so may compliance. One may also measure uniformity of elements not contained within the federal standard but are utilized in the State.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 370:

Are there integration performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

Integration reflects the ability of records in a database to be linked to a set of records in another of the six core databases—or components thereof—using common or unique identifiers. The State does not employ integration performance measures for the vital records data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 371:

Are there accessibility performance measures tailored to the needs of vital records managers and data users?



Standard of Evidence:

Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.

Question Rank:
Very Important

Assessor conclusions:

This refers to the accessibility, by the research community or public, of the State vital records death file and there is no formal performance measure.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 372:

Has the State established numeric goals—performance metrics—for each vital records performance measure?



Standard of Evidence:

Provide specific numeric goals and related performance measures for each attribute as determined by the State.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has not established numeric goals—performance metrics—for each vital records performance measure.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 373:

Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?



Standard of Evidence:

Provide a sample report, list of receiving agencies, and specify frequency of issuance.

Question Rank:
Very Important

Assessor conclusions:

IDPH does run data quality queries and communicates with the submitting agencies about how to correct records within the allowable timeframe. But it does not seem to be a data report that includes metrics for timeliness, accuracy, or completeness. The State does provide feedback by memo or informational bulletin to the vital records entities. An informational bulletin was submitted as supporting documentation.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 374:

Are high frequency errors used to update vital records training content, data collection manuals, and validation rules?



Standard of Evidence:

Provide the formal methodology or describe the process by which high frequency errors are used to update vital records training content, data collection manuals, and validation rules.

Question Rank:
Very Important

Assessor conclusions:

When high frequency errors are noted, the information is used to update vital records training and user manuals. The State requests the IVRS vendor make updates to edits the validation rules to reduce or eliminate high frequency errors.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 375:

Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?



Standard of Evidence:

Provide a sample quality control review of injury records that details the system's data completeness.

Question Rank:
Somewhat Important

Assessor conclusions:

There is a new staff member tasked to perform data quality reviews, but there are no current efforts happening while that person is being trained.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 376:

Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?



Standard of Evidence:

Describe the analyses, provide a sample record or output, and specify their frequency.

Question Rank:
Less Important

Assessor conclusions:

Comparative and trend analyses are conducted by NCHS and the Illinois Center for Health Statistics. While these agencies are not the data owners, analytical results are shared with the DVR.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 377:

Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?



Standard of Evidence:

Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.

Question Rank:
Somewhat Important

Assessor conclusions:

The primary user of the vital records data, the NCHS, sends error reports to the State's Department of Public Health. The reports are reviewed to 1) correct data to be resubmitted, 2) determine if additional training is necessary, 3) determine if program changes are required. The Meets rating reflects the thoroughness of the narrative.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|

Question 378:

Are vital records data quality management reports produced regularly and made available to the State TRCC?



Standard of Evidence:

Provide a sample quality management report and specify frequency of transmission to the State TRCC.

Question Rank:
Somewhat Important

Assessor conclusions:

Data quality management reports for the vital records death data are not produced regularly and made available to the State TRCC.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 1 | Response rate | 33.3% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Data Use and Integration

Establishing and supporting full integration between different traffic records component systems is a major challenge for most states for technical, organizational, and policy reasons.

Illinois has made strong advances in this area through:

The CODES integration and the sharing of best practices learned from those projects with the TRCC;

The strong integration of multiple datasets within the injury surveillance traffic records system;

Integration of the roadway and crash traffic records systems, and;

Having the ability to link together traffic records components to respond to specific study requests.

The State is encouraged to leverage the experience and knowledge gained from the CODES work, and expand efforts to integrate some key data sets driven by the needs of the decision-makers. Some considerations for Illinois in the area of data use and integration are:

Pursue the development of a traffic records inventory, which should identify the common elements that enable linkage between all six traffic records systems. Such an inventory could help a) encourage formal integration between datasets, and b) provide direction in future enhancement of datasets to make them easier to integrate.

Pursue the planned integration between driver and vehicle data, and expand that to integrate with crash data. Such an integration would provide significant benefits both in ensuring crash data quality (with respect to driver and vehicle data) and providing easier access to the exposure data (drivers involved in crashes compared to the number of drivers).

Consider allowing decision-makers direct access to integrated datasets, even if they are aggregated or partially redacted to address privacy concerns. This would enable more creative exploration into the available data than can be done through the more formal study request process.

As Illinois makes more and more use of data and information derived from the data, it will be important to ensure that the data meets the needs of the decision-makers. Initiating statewide data governance discussions including the TRCC, executives, data collectors, managers, analysts, and researchers would help ensure that the quality, usefulness, and accessibility of the integrated data as it evolve to meet the growing needs.

The State is encouraged to continue the proactive efforts to make optimal use of the traffic records data in safety decision-making.





Question 379:

Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?



Standard of Evidence:

Identify the data source(s), (crash, roadway, driver, vehicle, citation adjudication, injury surveillance), discuss and provide examples of program specific analysis (e.g., reports, fact sheets, web pages, ad hoc analyses).

Question Rank:
Very Important

Assessor conclusions:

The Division of Traffic Safety (DTS) at IDOT has an Evaluation Unit that has highly technical staff who use various traffic safety database which provide analytical resources for both standard and ad-hoc analyses, using a wide variety of data sources. The State creates annual detailed county-specific reports identifying problematic groups with high fatality and A-injury counts. The State also has created a factsheet using linked crash-hospital patient records that displays the medical consequences of crashes involving impaired drivers. Behavioral program managers outside of the Evaluation Unit do have access to linked data aggregated to the city and county level. Linked health care data at the record-level data is not publicly available due to the issue concerning confidentiality.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 380:

Does the State have a data governance process?



Standard of Evidence:

Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.

Question Rank:
Somewhat Important

Assessor conclusions:

The State does not have a set of documented processes, policies and procedures which document data definitions, content, and management of data sources. The State described its implementation of the CODES data linkage model and provided an example of traffic safety analyses that are enabled by CODES data. However, data governance is a more general management of ALL data assets, including formal processes, policies and procedures that document data definitions and the management of data resources. Data governance also addresses which entities are the custodians of each data resource and the policies and rules governing access to and use of the data resources. The State is encouraged to begin, even if only modestly, to formalize the process of managing the State's traffic records data. For example, the State could identify and document the data linkage mechanisms that are used, the expected level of validation and preparation/cleanup, etc.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 381:

Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?



Standard of Evidence:

Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.

Question Rank:
Very Important

Assessor conclusions:

The State has a set of documents which each describe in detail available data systems; traffic crash records, hospital patient records, citation data, driver data systems, vehicle and title data systems, and roadway data. The State also has a description of a process linking FARS records to trauma registry records and the State provided a narrative description of its CODES linkage methodology.

However, the State does not a traffic records inventory that a) addresses ALL the traffic records systems (including crash, roadway, driver, vehicle, citation and adjudication, and injury surveillance), or b) consolidates the linkage information in a single document.

The inventory of traffic records systems might also indicate which systems could be usefully be linked, how they might be or are linked, and describe any data access policies that permit or impede linkages for traffic safety analyses.

The State is encouraged to consolidate, into a single document that can be shared amongst the various TRCC parties, the available information regarding the " traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the States, and data access policies."

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 382:

Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?



Standard of Evidence:

Identify, with appropriate citations, the TRCC strategic plan sections that demonstrate the promotion of data integration.

Question Rank:
Somewhat Important

Assessor conclusions:

In Illinois, the CODES project has been a solid example of data integration - to illustrate both how it can be done, and what benefits it provides - of traffic records in Illinois.

The CODES project staff provides regular project updates and presentations to the TRCC to highlight the advantages of data integration and to encourage integration of other traffic records systems. At the joint CODES/TRCC meetings, discussions cover the results of data linkages, policies, and how to access the linked data. A document covering data linkage (CODES 2010) provides technical information regarding the linkage of crash and injury surveillance data.

While there is coordination and encouragement on at least an informal basis. the TRCC does not play an active role in the development of data governance, data access, and security policies that might facilitate other record linkages among all the traffic safety-related data systems. Future integration projects (such as linking driver database to vehicle database) are already envisaged, and could benefit from such policies and governance direction.

The State is encouraged to expand the scope of these discussions and support documentation to cover the wider question of integration across all six traffic records systems, and to begin developing more formal basic data governance processes and policies.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 383:

Is driver data integrated with crash data for specific analytical purposes?



Standard of Evidence:

Document an integrative crash-driver link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.

Question Rank:
Very Important

Assessor conclusions:

At this time, there is no formal data linkage between crash data and driver data. However, it should be noted that crash data analysts do try to verify the driver licenses of the drivers who were involved in crashes by accessing the driver file. Correcting the driver license data in the crash file goes a long way towards better integrating the crash and driver data.

The State is encouraged to pursue such an integration, as it can help with the work around the financial responsibility provisions, improving the driver information in the crash data, and allow for sophisticated studies between crash and driver data.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|

Question 384:

Is vehicle data integrated with crash data for specific analytical purposes?



Standard of Evidence:

Document an integrative crash-vehicle link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.

Question Rank:
Very Important

Assessor conclusions:

The State does not currently integrate vehicle data with crash data in a routine way. However, it should be noted that the State has plans to automatically populate the vehicle data fields in its new electronic crash reports.

Such a facility would have two significant benefits: a) reduce the time and effort for the officers to fill out the crash forms, and b) improve the level of integration possible between crash and vehicle data by ensuring common data fields between them.

| | | | | | |
|-----------------------------|---|---------------------------|---|----------------------|-----|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|---|---------------------------|---|----------------------|-----|





Question 385:

Is roadway data integrated with crash data for specific analytical purposes?



Standard of Evidence:

Document an integrative crash-roadway link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include the identification of high crash locations and locations with similar roadway attributes or an assessment of engineering countermeasures' effectiveness.

Question Rank:
Very Important

Assessor conclusions:

The State's roadway feature data is available in the Illinois Roadway Information System (IRIS), which is fully integrated with GIS, and is linked with the crash data. The linkage is done via the location, and provides the basis for such analyses as the 5% list, as well as to drive the analyses for the Strategic Highway Safety Plan and other initiatives. The resulting combined data are used to identify contributing factors to crashes, to identify safety considerations, and to develop the State's Strategic Highway Safety Plan, Highway Safety Improvement Program, High Risk Rural Road Program, and Rail Grade Crossing plans. Furthermore, the use of Safety Performance Functions and the adoption of the Highway Safety Manual is quite demanding regarding roadway feature data.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|
| Respondents assigned | 3 | Responses received | 2 | Response rate | 66.7% |
|-----------------------------|----------|---------------------------|----------|----------------------|--------------|





Question 386:

Is citation and adjudication data integrated with crash data for specific analytical purposes?



Standard of Evidence:

Document an integrative crash-citation or adjudication link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.

Question Rank:
Very Important

Assessor conclusions:

The State does not integrate citation and adjudication records with crash data. Currently citation records are only locally available within each court and law enforcement jurisdiction.

The State is encouraged to push for the ability to link crash and citation data as jurisdictions move to electronic citations. For example, with the City of Chicago initiative, it would be ideal to have the citations be geo-located rather than free text. (The time and date field should also be compatible with crash data.) This would go a long way to facilitate the integration between crash and citations in the future.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 387:

Is injury surveillance data integrated with crash data for specific analytical purposes?



Standard of Evidence:

Document an integrative crash-injury surveillance link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.

Question Rank:
Very Important

Assessor conclusions:

Illinois has linked hospital discharge data to crash reports in the past, using the probabilistic methodology facilitated by the CODES2000 software product. However, it has been a few years since this was done and the methodology was not documented. Nonetheless, the State has used the available integrated data to analyze motorcycle safety issues and consequences. Illinois has linked crash reports to ED records for 2009-2011. The State has linked trauma registry records to hospital discharge records. The State has developed a system to enhance FARS reports with information extracted from trauma registry records, especially BAC measures, but it is not been able to routinely utilize that capability.

The State is encouraged to "productize" on a permanent basis what has been done in the past and what is currently done on an ad-hoc basis. The resolution of the State budget issues to fund the linkage could also fund the "productization" effort.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 388:

Are there examples of data integration among crash and two or more of the other component systems?



Standard of Evidence:

Document an integrative link among crash and multiple data systems, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the safety impact of differential speed limits for different vehicle types.

Question Rank:
Somewhat Important

Assessor conclusions:

The objective of this particular question is to identify integration between the Crash and at least two other different systems. An example would be integration between Crash AND Injury Surveillance AND citations. The State has several examples of linking crash data and multiple datasets WITHIN the injury surveillance system (such as Trauma Registry and Hospital inpatient data), but those do not meet the criteria for this particular assessment question, since they are within the Injury surveillance traffic records system.

The State is pursuing "triple linkages" that would meet the criteria of integrating "crash and two or more other component systems." Once the vehicle and driver files linked, the State will be able to achieve two triple matches of crash/vehicle/hospital discharge data; and crash/driver/hospital discharge data. These two examples would meet the advisory ideal for this question.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 389:

Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?



Standard of Evidence:

Document an integrative link using at least two traffic record component systems excluding the crash system. Include the systems, their linkage variables, example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations.

Question Rank:
Somewhat Important

Assessor conclusions:

The State performs linkage between Trauma Registry and Hospital Inpatient data in order to augment the hospital discharge data with additional E-codes. The State has also developed a linkage procedure between FARS cases and hospital trauma registry records. However, these linkages do not meet the criteria of this particular assessment question: The former is between two data sets that are both WITHIN the injury surveillance Traffic Records system, and the latter includes FARS, which is part of the Crash records system.

An example of a linkage that would meet the criteria would be between injury surveillance and citation/adjudication.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 390:

Do decision-makers have access to resources—skilled personnel and user-friendly access tools—for the use and analysis of integrated datasets?



Standard of Evidence:

Identify the analytical resources available: personnel, software, or online resources. Specify the decision-makers who have access to these resources.

Question Rank:
Somewhat Important

Assessor conclusions:

The State has shown ample evidence of access to qualified personnel via the Research and Evaluation Unit at IDOT, and provided examples of several comprehensive reports (such as Problem ID and others). Also, the State is prepared to provide all reports and aggregate level integrated data to interested parties (highway safety professional as well as state legislators).

However, the reports are not currently available online (though the state is working to add the reports to the IDOT web site.)

The State is encouraged to a) make both the reports and the aggregate level integrated data available on-line, and b) pursue providing decision-makers with direct access to the underlying (even if redacted) data via appropriate analysis tools that would enable quick analysis around various ideas.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Question 391:

Does the public have access to resources—skilled personnel and user-friendly access tools—for the use and analysis of integrated datasets?



Standard of Evidence:

Identify the analytical resources available to the public: personnel, software, or online resources. Specify how the public has access to these resources.

Question Rank:
Somewhat Important

Assessor conclusions:

The State provides publications such as Fact Sheets, etc. that include linked data aggregated at a statewide level, and public may request ad-hoc studies or data exports via the web (<http://www.idot.illinois.gov/about-idot/contact-us/index>).

However, the reports are not currently available online (though the State is working to add the reports to the IDOT web site). Nor does the public have access to easy-to-use tools or the underlying data (even at the aggregated level) mainly out of concern for confidentiality.

The State is encouraged to a) make both the reports and the aggregate level integrated data available on-line, and b) pursue providing decision-makers with direct access to the underlying (even if redacted) data via appropriate analysis tools that would enable quick analysis around various safety scenarios.

| | | | | | |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|
| Respondents assigned | 2 | Responses received | 1 | Response rate | 50% |
|-----------------------------|----------|---------------------------|----------|----------------------|------------|





Appendix A

Assessment Participants

State Highway Safety Office Representative(s)

Ms. Priscilla Tobias
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Acting Technical Chair and TRCC Coordinator

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State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

| Name | Agency | Title |
|-----------------------------|---|---|
| Mr. John Clifford | Illinois Secretary of State | |
| Ms. Donna Cooper | Illinois Secretary of State | |
| Mr. Abraham Emmanuel | Chicago Department of Transportation | |
| Mr. Dejan Jovanov | Illinois Department of Public Health | |
| Ms. Jessica Keldermans | Illinois Department of Transportation | |
| Ms. Kim Kolody | CH2M HILL | |
| Mr. Daniel Lee | Illinois Department of Public Health | |
| Mr. Dan Leonard, MS, MCP | Illinois Emergency Medical Services for Children, Loyola University Chicago | |
| Ms. Jennifer Martin | Illinois Department of Public Health | |
| Ms. Cheryl McKnelly | Illinois State Police | |
| Mr. William Morgan | Illinois Department of Transportation | |
| Mr. Dan Mueller | Administrative Office of Illinois Courts (AOIC) | |
| Mr. Mehdi Nassirpour, Ph.D. | Illinois Department of Transportation | Acting Technical Chair and TRCC Coordinator |
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Appendix B

National Acronyms and Abbreviations

| | |
|----------|--|
| AADT | Average Annual Daily Traffic |
| AAMVA | American Association of Motor Vehicle Administrators |
| AASHTO | American Association of State Highway and Transportation Officials |
| ACS | American College of Surgeons |
| AIS | Abbreviated Injury Score |
| ANSI | American National Standards Institute |
| ATSIP | Association of Transportation Safety Information Professionals |
| BAC | Blood Alcohol Concentration |
| CDC | Center for Disease Control |
| CDIP | NHTSA's Crash Data Improvement Program |
| CDLIS | Commercial Driver License Information System |
| CODES | Crash Outcome Data Evaluation System |
| DDACTS | Data Driven Approaches to Crime and Traffic Safety |
| DHS | Department of Homeland Security |
| DMV | Department of Motor Vehicles |
| DPPA | Drivers Privacy Protection Act |
| DOH | Department of Health |
| DOJ | Department of Justice |
| DOT | Department of Transportation |
| DOT-TRCC | The US DOT Traffic Records Coordinating Committee |
| DRA | Deputy Regional Administrator (NHTSA) |
| DUI | Driving Under the Influence |
| DUID | Driving Under the Influence of Drugs |
| DWI | Driving While Intoxicated |
| ED | Emergency Department |
| EMS | Emergency Medical Service |
| FARS | Fatality Analysis Reporting System |
| FDEs | Fundamental Data Elements |
| FHWA | Federal Highway Administration |
| FMCSA | Federal Motor Carrier Safety Administration |
| GCS | Glasgow Coma Scale |
| GDL | Graduated Driver Licensing |
| GES | General Estimates System |
| GHSA | Governors Highway Safety Association |
| GIS | Geographic Information System |
| GJXDM | Global Justice XML Data Model |
| GPS | Global Positioning System |
| GRA | Government Reference Architecture |
| HIPAA | Health Information Privacy and Accountability Act |
| HPMS | Highway Performance Monitoring System |
| HSIP | Highway Safety Improvement Plan |
| HSP | Highway Safety Plan |
| ICD-10 | International Classification of Diseases and Related Health Problems |
| IRB | Institutional Review Board |





| | |
|---------|---|
| ISS | Injury Severity Score |
| IT | Information Technology |
| JIEM | Justice Information Exchange Model |
| LEIN | Law Enforcement Information Network |
| MADD | Mothers Against Drunk Driving |
| MCMIS | Motor Carrier Management Information System |
| MIDRIS | Model Impaired Driving Records Information System |
| MIRE | Model Inventory of Roadway Elements |
| MMUCC | Model Minimum Uniform Crash Criteria |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| NAPHSIS | National Association for Public Health Statistics and Information Systems |
| NCHIP | National Criminal History Improvement Program |
| NCHS | National Center for Health Statistics |
| NCIC | National Crime Information Center |
| NCSC | National Center for State Courts |
| NDR | National Driver Register |
| NEMSIS | National Emergency Medical Service Information System |
| NGA | National Governor's Association |
| NHTSA | National Highway Traffic Safety Administration |
| NIBRS | National Incident-Based Reporting System |
| NIEM | National Information Exchange Model |
| NLETS | National Law Enforcement Telecommunication System |
| NMVTIS | National Motor Vehicle Title Information System |
| NTDS | National Trauma Data Standard |
| PAR | Police Accident Report |
| PDPS | Problem Driver Pointer System |
| PDO | Property Damage Only |
| PII | Personally Identifiable Information |
| RA | Regional Administrator (NHTSA) |
| RDIP | FHWA's Roadway Data Improvement Program |
| RPM | Regional Program Manager (NHTSA) |
| RTS | Revised Trauma Score |
| RMS | Records Management System |
| RPC | Regional Planning Commission |
| SaDIP | FMCSA's Safety Data Improvement Program |
| SAVE | Systematic Alien Verification for Entitlements |
| SHSP | Strategic Highway Safety Plan |
| SME | Subject Matter Expert |
| SSOLV | Social Security Online Verification |
| STRAP | State Traffic Records Assessment Program |
| SWISS | Statewide Injury Surveillance System |
| TCD | Traffic Control Devices |
| TRA | Traffic Records Assessment |
| TRIPRS | Traffic Records Improvement Program Reporting System |
| TRCC | Traffic Records Coordinating Committee |
| TRS | Traffic Records System |
| UCR | Uniform Crime Reports |
| VIN | Vehicle Identification Number |





VMT Vehicle Miles Traveled
XML Extensible Markup Language





State-Specific Acronyms and Abbreviations

| | |
|--------|---|
| ADR | Automated Disposition Reporting |
| AOIC | Administrative Office of Illinois Courts |
| BIP | Bureau of Information Processing - IDOT |
| BSE | Bureau of Safety Engineering - IDOT |
| CCH | Computerized Criminal History |
| CDL | Commercial Driver License |
| CDOT | Chicago Department of Transportation |
| CHRI | Criminal History Record Information |
| CIS | Crash Information System |
| CMS | Case Management System |
| CMV | Commercial Motor Vehicle |
| CPD | Chicago Police Department |
| CRT | Certificate of Resale |
| DL | Driver License |
| DTS | Division of Traffic Safety |
| DUI | Driver Under the Influence |
| EDMS | Electronic Document Management System |
| EMSC | Emergency Medical Services for Children - IDPH |
| ERMS | Electronic Records Management System |
| ERT | Electronic Registration and Title |
| FTP | File Transfer Protocol |
| GRA | Global Justice Reference Architecture |
| HIDD | hospital inpatient and discharge data |
| HSM | AASHTO - Highway Safety Manual |
| ICC | Illinois Commerce Commission |
| IDOT | Illinois Department of Transportation |
| IDPH | Illinois Department of Public Health |
| IRB | Institutional Review Board |
| IRIS | Illinois Roadway Information System |
| IRP | Internal Registration Plan |
| ISOS | Illinois Secretary of State |
| ISP | Illinois State Police |
| ITRCC | Illinois Traffic Records Coordinating Committee |
| IVDRS | Illinois Violent Death Reporting System |
| IVRS | Illinois Vital Records System |
| LEA | law enforcement agency |
| LEADS | Law Enforcement Agencies Data System |
| LEL | Law Enforcement Liaison |
| LRS | Location Reference System |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act |
| MOU | memo of understanding |
| MVC | Motor Vehicle Crashes |
| MVR | Motor Vehicle Report |
| NCIPC | National Center for Injury Prevention Control |
| NIEM | National Information Exchange Model |
| NTDB | National Trauma Data Bank |





| | |
|-----------|---|
| NTDS | National Trauma Data Standards |
| OP&P | Office of Planning & Programming - IDOT |
| OWI | Operating While Impaired |
| PCR | Patient Care Report |
| PRISM | Performance and Registration Information Systems Management |
| QA | Quality Assurance |
| QC | Quality Control |
| SAFETYNET | Federal Motor Carrier Safety Administration database management system that allows entry, access, analysis, and reporting of data from driver/vehicle inspections, crashes, compliance reviews, assignments, and complaints |
| SDLC | Software Development Lifecycle |
| SFTP | Secure File Transfer Protocol |
| SOS | Secretary of State |
| SPF | Safety Performance Function |
| STRAP | State Traffic Records Assessment Program |
| TRB | Transportation Research Board |
| TRSP | Traffic Records Strategic Plan |
| TSA | Transportation Security Administration |
| TSIP | Traffic Safety Improvement Plan |
| UCR | United Carrier Registration - ICC |
| UI | User Interface |
| USCIS | United States Citizenship and Immigration Services |

