

Traffic Records Resource Guide



December 2010

Table of Contents

State of Alaska Traffic Records Resource Guide	1
Systems Represented	2
Department of Transportation and Public Facilities	3
Highway Analysis System (HAS)	3
Fatality Analysis Reporting System (FARS)	6
Commercial Motor Vehicle Enforcement – SAFETYNET	11
Alaska Court System	14
CourtView	14
Multi-Agency Justice Integration Consortium (MAJIC)	17
Division of Motor Vehicles	20
Alaska License Vehicle Information Network (ALVIN)	20
Department of Public Safety	22
TraCS Central Server	22
Alaska Public Safety Information Network (APSIN)	22
Alaska Uniform Table of Offenses (AUTO)	24
Department of Health and Social Services	25
Alcohol Safety Action Program (ASAP)	25
Alaska Trauma Registry (ATR)	25
Alaska Uniform Response On-Line Reporting System (AURORA)	28
Alaska Hospital Discharge Data System (HDDS)	30
Alaska Injury Prevention Center	33
National Occupant Protection Use Survey (NOPUS)	33
Department of Corrections	36
Municipality of Anchorage	36
Traffic Data Management System (TDMS)	36
Resources – Acronyms	38
Additional Resources	41





State of Alaska Traffic Records Resource Guide

December 2010

Marc Luiken, Commissioner
Alaska Department of Transportation and Public Facilities

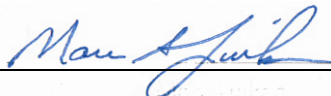
The Alaska Department of Transportation and Public Facilities (DOT&PF) and its partner agencies are committed to reducing traffic-related deaths and injuries in the state. In fact, the 2007 *Alaska Strategic Highway Safety Plan* established a goal to **reduce the rate of fatalities and major injuries by one-third over the next 10 years** and a vision of **zero deaths and injuries on Alaska's surface transportation system**. Achieving this goal requires proactive leadership and focusing resources on the most effective solutions using evidence-based engineering, enforcement, education, and emergency response initiatives.

Imperative to this effort is improving the timeliness, accuracy, completeness, consistency, and accessibility of the State's traffic records. The analysis of traffic records data is the basis for problem identification, countermeasure selection, project evaluation, and performance measurement efforts. Safety practitioners rely on data from six core traffic records information systems: crash, citation/adjudication, injury surveillance, driver history, vehicle registration, and roadway inventory. In Alaska, data for these systems are collected and managed by numerous state and local agencies, police officers, and emergency responders. Many other agencies rely on this data to make business decisions. Coordination among these agencies, therefore, is essential to reducing crashes and improving the safety of the overall roadway network.

The Traffic Records Resource Guide provides a single resource that describes the present status of the State's traffic records system component databases. Traffic safety data collectors, system managers, and data users all need a clear understanding of the State's traffic records collection and reporting databases.

Components in the guide include: a description of the types of systems available, system architecture, data flow charts, development and operating environments, security requirements associated with accessing the databases, business rules for obtaining user identification, and examples of how the data are used, including existing publications.

By working together, DOT&PF and its Federal, state, local, and tribal safety planning partners can continue to make significant progress in improving traffic safety while working toward the goals and mission of the *Alaska Strategic Highway Safety Plan*.

Adopted: 

Date: 16 Dec 10



Systems Represented

The following agencies' systems are included within this Guide:

Department of Transportation and Public Facilities:

- Highway Analysis System (HAS).
- Fatality Analysis Reporting System (FARS).
- Commercial Motor Vehicle Enforcement – SAFETYNET.

Alaska Court System:

- CourtView.
- Division of Motor Vehicles:
- Alaska License Vehicle Information Network (ALVIN).

Department of Public Safety:

- TraCS Central Server.
- Alaska Public Safety Information Network (APSIN).
- Alaska Uniform Table of Offenses (AUTO).

Department of Health and Social Services:

- Alcohol Safety Action Program (ASAP).
- Alaska Trauma Registry (ATR).
- Alaska Uniform Response On-Line Reporting System (AURORA).
- Alaska Hospital Discharge Data System (HDDS).

Alaska Injury Prevention Center:

- National Occupant Protection Use Survey (NOPUS).
- Department of Corrections.

Municipality of Anchorage:

- Traffic Data Management System (TDMS).

In addition, information is provided about the Multi-Agency Justice Integration Consortium (MAJIC) on page 15.



Department of Transportation and Public Facilities

Highway Analysis System (HAS)

Link to Web Site

<http://www.dot.state.ak.us/hdpapp/forms/Reports.html>

Basic System Information

Residing Agency/Business Unit

Responsibility for the maintenance and operation of HAS resides with the Program Development Division of the Alaska Department of Transportation and Public Facilities (ADOT&PF). The Program Development Division serves the DOT&PF statewide planning needs. The Transportation Data Services (TDS) Section provides much of the Department's transportation data needs, which include spatial information systems, web applications, and transportation databases.

Lee Buchhorn

(907) 465-2987

lee.buchhorn@alaska.gov

Jack Stickel

(907) 465-6998 or

toll free @ 1-888-PLAN-DOT (752-6368)

System Purpose

HAS consists of the following three main components: ROADLOG; Traffic Data System; and Accident Data System. To summarize these three components, ROADLOG defines the road network structure and is the basic building block of the Highway Analysis System. Next, the Traffic Data System contains information about traffic volume, speed, classification, and turning movements. Finally, the Accident Data System contains detailed information about motor vehicle crashes and is of primary importance to the Alaska Traffic Records Coordinating Committee (ATRCC) and Alaska Traffic and Criminal Software (TraCS) Steering Committee.

Type of Data Stored in the System

Road segments and nodes define the HAS road network structure. The most common node types are road intersections and dead ends. The roadway between two nodes is a road segment; in ROADLOG, a road consists of one or more road segment. Road segments have a from node, to node, direction, length, and other attributes such as the ADOT&PF region, census area, borough, city, functional classification, and maintenance responsibility.

This large network of roadways provides an organized system in which to record crash data so that it may be used for analysis and required reporting. Any type of point or line data, including vehicle crashes, can be located on the road network using the linear referencing system, i.e., a route and milepoint.

Data Products

HAS provides for on-line and batch road network maintenance, inquiries, and reports through the State of Alaska Computer Network. Many of these reports are primarily accessed through the State's



Highway DataPort (HDP), an online application accessed through the users' web browser, though custom reports can be obtained through the Program Development Division.

Technical Information

Type of Operating System

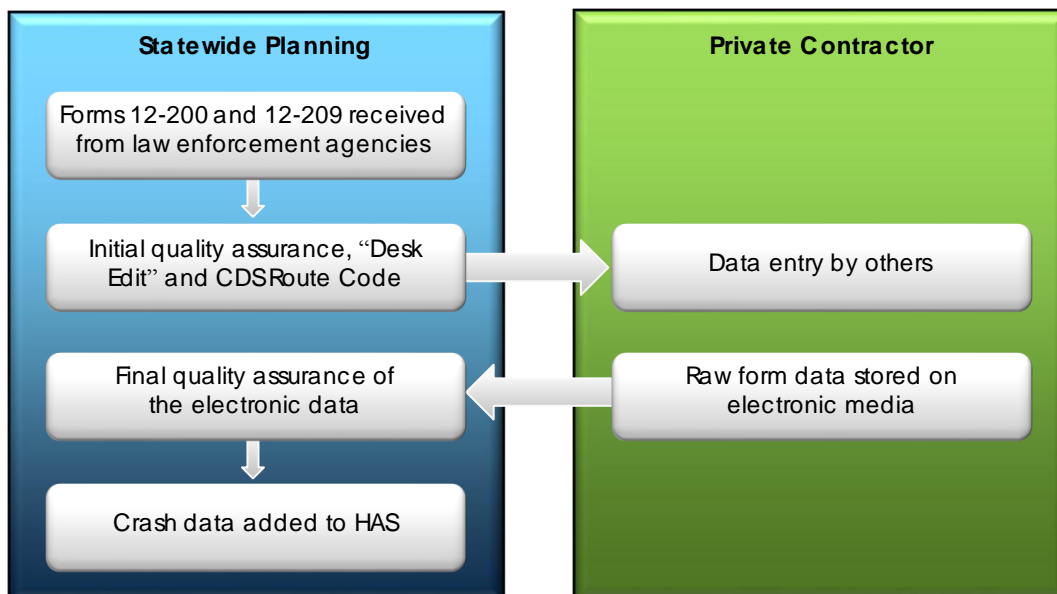
HAS was implemented within an ADABAS database that resides on an IBM mainframe computer maintained by Enterprise Technology Services (ETS).

System Architecture

HAS is a hierarchical mainframe database coded in the Natural programming language using ADABAS as the database manager.

Data Flow

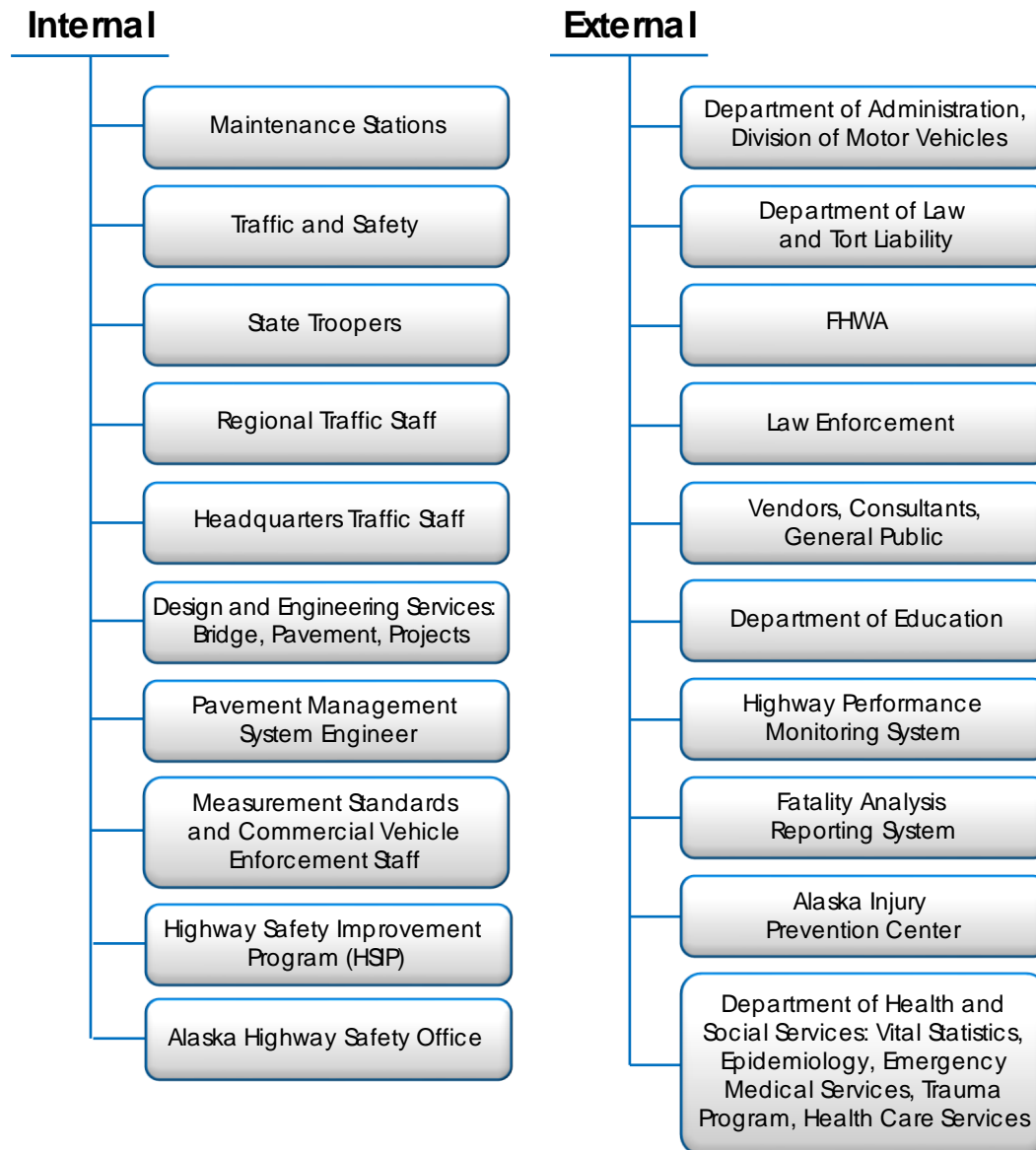
HAS's main source for information on motor vehicle crashes are forms 12-200 and 12-209 received from law enforcement agencies. These are received in both paper and electronic format depending on the agency. Upon receipt by DOT&PF Program Development, a "desk edit" is performed by TDS staff. This includes initial quality control to correct obvious errors. A Coordination Data System (CDS) route code for the report also is assigned at this point. All forms are then forwarded to a private contractor for data entry. After the completed data entry deliverable has returned from the contractor, an "on-line edit" is performed by planning staff as a second means of quality control. Finally, statistical analysis is performed to normalize the data. The figure below represents the data flow for crash data to be added to HAS.



Accessing Information

Internal and External Users of System Data

Internal users include divisions within the Alaska DOT&PF, and external users are any agencies outside this group. The figure below represents the main users and the groups they fall under.



Who to Contact

For additional information on this system and assistance with establishing data access please contact:

Lee Buchhorn
Analyst/Programmer
Phone: (907) 465-2987
E-mail: lee.buchhorn@alaska.gov



Process or Procedure to Access the Database

Access to HAS data can be obtained through the State's on-line Highway DataPort interface. Access is limited for the general public, but full access is available with a username and password. The Highway DataPort is located at <http://www.dot.state.ak.us/hdpapp/forms/Reports.html>.

HAS can also be accessed via the Alaska Computer Network (ACN), which is available to all state agencies and other organizations with a link to the network. Contact the Alaska Department of Administration's Information Technology Group Help Desk to establish an ACN User ID:

- Anchorage – (907) 269-5016
- Juneau – (907) 465-4801
- Fairbanks – (907) 451-5288
- Statewide – (800) 535-8886

HAS allows limited access to report programs using the following User ID parameters:

- Transaction Identifier: NHAS
- Application ID: TWFDATA
- User ID: TWFREAD
- Password: PW

To obtain increased access to reports and other applications, contact:

Jack Stickel

Phone: (907) 465-6998 or

Toll free @ 1-888-PLAN-DOT (752-6368)

Fatality Analysis Reporting System (FARS)

Basic System Information

Residing Agency/Business Unit

The National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration (NHTSA) is responsible for managing and operating the national FARS Encyclopedia. NCSA/NHTSA has a cooperative agreement with an agency in each state government to provide specific information in a standard format on fatal crashes occurring in the state. The agreements are managed by NCSA's FARS Program Manager, FARS Regional Operations Managers, FARS IT Program Manager, and Regional Contracting Officer's Technical Representatives (RCOTR) located in each of the 10 NHTSA Regional Offices. The state employees who gather, translate, and transmit the data are called FARS Analysts. The FARS Analyst for the State of Alaska, responsible for the maintenance and operation of the State FARS system, resides within the Statewide Planning Division of the ADOT&PF, in the Alaska Highway Safety Office.

Link to Web Site

<http://www-fars.nhtsa.dot.gov/>

Joanna S. Reed

(907) 465-8532

joanna.reed@alaska.gov



System Purpose

FARS was conceived, designed, and developed by NCSA in 1975 to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs.

Type of Data Stored in the System

The FARS database contains descriptions, in standardized coded formats, of each fatal crash reported. Each crash may have up to 200 different coded data elements that illustrate the environmental, roadway, vehicle, driver, precrash, occupant, and non-occupant factors involved. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. For each crash, the FARS Analyst collects general crash information for the whole crash, vehicle information for each vehicle involved in the crash, driver information for each driver involved in the crash, precrash information for each vehicle and driver involved in the crash, occupant information for every motor vehicle occupant in each vehicle (including the drivers), and if applicable, nonoccupant information for each nonoccupant (e.g., pedestrian, bicyclist) involved in the crash. Witnesses or other nondirectly involved persons are excluded.

Data Products

FARS data are used extensively throughout NHTSA, and information requests are received from state and local governments, research organizations, members of the public, law enforcement, state road and traffic engineers, the auto and insurance industries, the medical community, U.S. Congress, and the media. NCSA responds to more than 20,000 information requests and sends out hundreds of CDs of FARS data each year.

Examples of specific FARS data uses include the identification of traffic safety problems such as:

- Hazardous intersections;
- Risky driver behaviors;
- Age specific behaviors;
- Road maintenance issues;
- Traffic volume issues;
- Weather-related factors;
- Collisions with animals;
- Red light running;
- Motorcycle safety measures;
- Workzone issues;
- Railway crossing issues;
- Pedestrian- and bicyclist-related concerns; and
- Alcohol- and drug-related concerns.

FARS data are also used for evaluating motor vehicle safety standards such as:

- Vehicle-specific issues;
- Airbag effectiveness;
- Restraint effectiveness;
- Rollover prevention;
- Commercial vehicle standards;
- Fire suppression systems;
- Safety glass effectiveness; and
- Vehicle computer systems.



FARS data are also used for evaluating highway safety initiatives such as:

- “Click It or Ticket” programs;
- Ignition interlock devices;
- DUI enforcement;
- Media campaigns;
- Graduated drivers licenses;
- Distracted driving reduction efforts;
- Red light cameras;
- Traffic stops;
- Drug recognition experts;
- Strategic traffic enforcement partnerships;
- Highway fatality memorial signs;
- Traffic safety corridors;
- High visibility enforcement programs; and
- “Report Every Drunk Driver Immediately” (REDDI) campaigns.

FARS data are also used for:

- Identifying the roles of repeat offenders;
- Supporting restraint and helmet usage laws;
- Strengthening state grant performance measures;
- Substantiating grant proposals;
- Influencing speed limits;
- Effecting vehicle safety designs; and
- Impacting airbag effectiveness research.

FARS data can be used to answer a multitude of questions concerning the safety of vehicles, drivers, traffic situations, roadways, and environmental conditions. FARS data are also used at the state level by the FARS Analyst to respond to state safety issues.

Technical Information

Type of Operating System

FARS data are stored in the Federal MDE database, which is Internet-based and accessible through a secure VPN. The main server is housed in Virginia.

System Architecture

All FARS data are coded using NHTSA’s FARS numerical coding and input by the FARS Analyst into the MDE database.

Data Flow

Crash information is investigated, collected, analyzed, coded, and then input directly into the FARS database from the 12-200 crash forms, the supplemental Fatal Motor Vehicle Crash form, the full law enforcement investigative report, vital statistics death information, Emergency Medical Services (EMS) information, Division of Motor Vehicles (DMV) driver and vehicle information, commercial vehicle enforcement information, roadway inventory information, and toxicology and Blood Alcohol Content



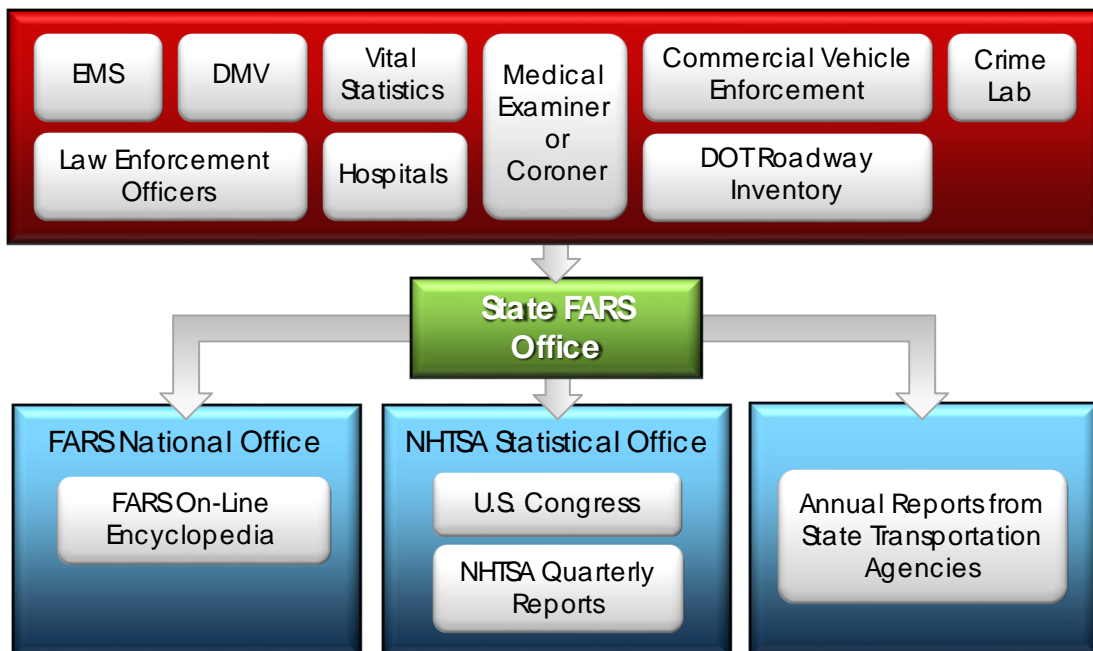
(BAC) information from the State Medical Examiner’s Office and the Scientific Crime Detection Laboratory by the State’s FARS Analyst.

This information flows directly to the State FARS Office from all the respective data sources. The confidential reports, documents, and actual information never leave the State FARS Office. No personal information (e.g., social security number or driver’s license number) ever gets recorded in FARS. After research is conducted and all information has been coded and input into the Federal FARS database, the coded data then goes to the FARS National Office and the NHTSA Statistical Office. From the FARS National Office, it goes through major quality control checks before it gets entered into the FARS Encyclopedia, which is available on-line to the public. The data are automatically checked on-line for acceptable range values and consistency, and again reviewed for quality upon arrival at NHTSA. Range checks ensure that the codes submitted are valid. For example, a code “4” for the data element “Sex” would be rejected by the system since “1” (male), “2” (female), and “9” (unknown) are the only valid codes. Consistency checks ensure that no inconsistent data are entered. For example, if an analyst codes 11 a.m. as the time of the crash and “dusk” as the light condition, these codes would be rejected, as they are inconsistent.

Quality control is a vital system feature. The checks just described are a major part of the overall quality control program. In addition, other checks for timeliness, completeness, and accuracy are carried out.

The NHTSA Statistical Office sends the information to the U.S. Congress and into NHTSA’s quarterly reports, which are available to the public. The State FARS office supplies information directly to the annual reports from each state transportation agency.

Requests for data are made to and answered by the State’s FARS Analyst.



Accessing Information

Internal and External Users of System Data

Internal

FARS data are stored in the Federal MDE database. This database is not accessible to anyone other than the trained and authorized NHTSA personnel, FARS Analysts, and some FARS Supervisors and Back-up Analysts. In Alaska, the FARS database is only accessible to the FARS Analyst. It is not possible to link other databases within the State to the FARS MDE database. Those interested in obtaining Alaska specific FARS data should contact the State FARS Analyst through the contact information provided below under “Who to Contact.”

External

FARS data for all 50 states, the District of Columbia, the Virgin Islands, and Puerto Rico are available for every year dating back to 1975, the year FARS was established. Users can obtain FARS data in two ways:

- FARS data can be obtained from the FARS Encyclopedia web site at: <http://www-fars.nhtsa.dot.gov/>. A FARS file can also be obtained on computer tape or CDROM in one of several formats amenable to analysis, enabling data processing on different computer systems. Information on acquiring the tapes is available by contacting NCSA at the address listed below under “Who to Contact.”
- Specific data requests can be made to NCSA. There is no charge for most requests. Responses will generally take up to two weeks, but more time may be required for more complex or lengthy requests.

Summaries of FARS data are published in various fact sheets and included in an annual report, which are available in hardcopy by request, and from NCSA’s web site. The annual report contains a comprehensive analysis of the year’s data and includes some past years’ data with comparative analyses.

Who to Contact

For additional information on this system please contact:

Joanna S. Reed
Traffic Records Research Analyst/
State FARS Analyst
Alaska Highway Safety Office
Alaska DOT&PF
P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-8532
Fax: (907) 465-4030
E-mail: joanna.reed@alaska.gov

For requests to obtain copies of national data reports or FARS files, contact:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
Information Services Branch, NPO-121
400 Seventh Street, SW
Washington, DC 20590
Web site: <http://www.nhtsa.gov/>
Phone: (800) 934-8517



Process or Procedure to Access the Database

Those desiring Alaska specific FARS data should contact Joanna Reed through the contact information provided above. Actual access to the database is not permitted.

Commercial Motor Vehicle Enforcement – SAFETYNET

Basic System Information

Residing Agency/Business Unit

Rex Young
(907) 365-1210
MSCVE@alaska.gov

The SAFETYNET database is owned by the Federal Motor Carrier Safety Administration (FMCSA) and maintained by ADOT&PF's Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE).

System Purpose

Commercial vehicle inspection data is housed, analyzed, and electronically shared with FMCSA. Additionally, commercial vehicle crash data is housed, analyzed, and uploaded to FMCSA per Federal requirements.

Type of Data Stored in the System

Commercial motor vehicle (CMV) inspection and crash data includes, but is not limited to, time, date, location data, driver license, vehicle data, carrier data, and associated violations.

Data Products

The primary product of SAFETYNET is the Driver/Vehicle Examination Report. Additional ad-hoc reports for analysis are generated as needed.

Technical Information

Type of Operating System

SAFETYNET is an Oracle-based, client-server database management system application that runs on MS Windows servers.

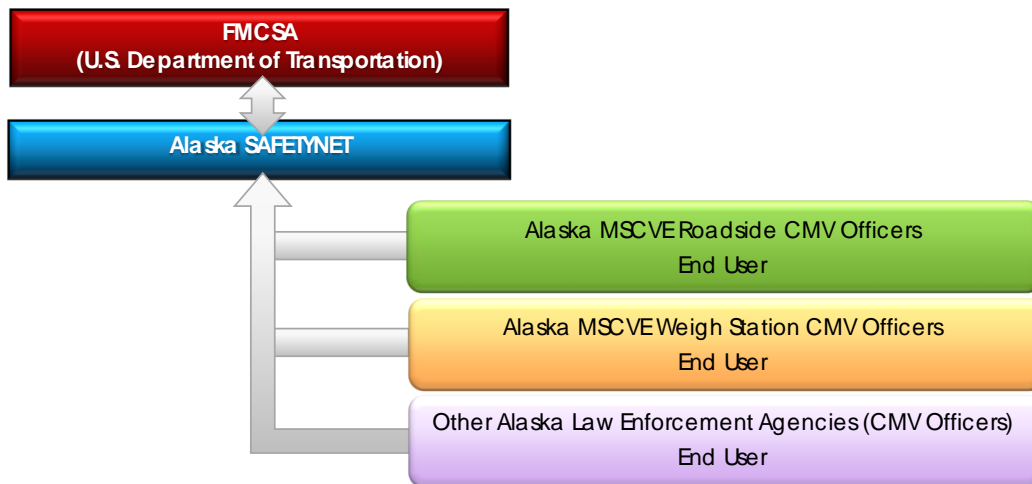
System Architecture

SAFETYNET allows entry, access, analysis, and reports data from driver/vehicle inspections, compliance reviews, commercial vehicle crashes, assignments, and complaints.

Data Flow

Below is a high-level diagram of SAFETYNET, which shows the flow of data from end users such as MSCVE Roadside CMV Officers, MSCVE Weigh Station CMV Officers, and CMV officers within other Alaska law enforcement agencies.





Accessing Information

Internal and External Users of System Data

Because personal data such as driver's license information and non-public carrier data is captured, only FMCSA and MSCVE authorized users have access to SAFETYNET.

Who to Contact

Rex Young
Chief Commercial Vehicle Enforcement,
ADOT&PF, MSCVE
Phone: (907) 365-1210
E-mail: MSCVE@alaska.gov

Process or Procedure to Access the Database

Contact Rex Young, Chief Commercial Vehicle Enforcement for law enforcement partnership contracts.

Notes

CVIEW

Commercial Vehicle Information Exchange Window (CVIEW) is a Federal database of commercial vehicles and carriers registered in participating states. Data includes safety records at the Federal level as well as commercial vehicles owned by carriers. The dataset is updated on a nightly basis, but updates are available more frequently if necessary. MSCVE does not believe this database contains records that would normally be of interest to traffic analysis, therefore it is not included in the ATRCC registry.

IROC

The Integrated Roadside Operations Computer (IROC) builds a decision to allow a commercial vehicle to bypass an open weigh station. This electronic decision is based on:

- Weigh-in-motion (WIM) data managed by ADOT&PF Highway Data; and
- Federal CVIEW safety record data set.



This database does not contain records that would normally be of interest to traffic analysis, therefore it is not included in the ATRCC registry. MSCVE has included these descriptions simply to make others aware of the systems. If more information regarding CVIEW or IROC is desired, please send the request to Rex Young, Chief Commercial Vehicle Enforcement.



Alaska Court System

CourtView

Basic System Information

Residing Agency/Business Unit

The Office of the Administrative Director of the Alaska Court System is responsible for the maintenance and operation of the CourtView system. The Alaska Court System is located in the State's Judicial Branch. General information about the Alaska Court System can be found at: <http://www.courts.alaska.gov/home.htm>.

Link to Web Site

<http://www.courtrecords.alaska.gov/>

Helen Sharratt

(907) 264-0853

hsharratt@courts.state.ak.us

Information about CourtView and the types of data captured and made available to the public can be found via the public portal to CourtView at: <http://www.courtrecords.alaska.gov/>. Data includes criminal and minor offense records including those relating to traffic offenses. "Criminal" refers to misdemeanors and felonies. "Minor offenses" are defined in the Alaska Court System's Rules of Minor Offense Procedure. Rule 2 states:

- Any offense that meets one of the definitions below is a minor offense, including an offense that is classified as a misdemeanor by statute, regulation or ordinance. An offense is not a minor offense under these rules if the only penalty is a civil penalty. As used in these rules, "minor offense" means:
 - (a) an offense classified by statute as an infraction or a violation; or
 - (b) any offense for which a bail forfeiture amount has been authorized by statute and established by supreme court order; or
 - (c) any municipal motor vehicle or traffic offense for which a fine amount has been established in a fine schedule adopted by municipal ordinance under AS 28.05.151; or
 - (d) any offense under a municipal ordinance for which a conviction cannot result in incarceration or the loss of a valuable license and for which a fine schedule has been established under AS 29.25.070(a); or
 - (e) any offense under statute or municipal ordinance for which a conviction cannot result in incarceration, a fine greater than \$500, or the loss of a valuable license; or
 - (f) any fish and game offense in 5 AAC charged as a strict liability offense; or
 - (g) any commercial fishing offense listed in AS 16.05.722 or 5 AAC charged as a strict liability offense (classified in AS 16.05.722 as a violation).

System Purpose

The Alaska Court System maintains paper and electronic files of all traffic and other minor offense citations filed. The electronic files are maintained in the CourtView case management system. The CourtView system is deployed in all four of Alaska's Judicial Districts.



Type of Data Stored in the System

Data includes criminal (for example, DUI) and minor offense records for all traffic offenses (for example, “speeding” or “equipment” violations).

Data Products

CourtView maintains a chronological listing of all documents filed for each case; the names of the plaintiff, defendant, and any attorneys; the charges; the degree of the offense charged; the date of any award/judgment; hearing dates; and case comments and attributes, such as case number, status, date the case was filed, and the judge assigned. Data elements contained on the Alaska Uniform Citation in preparation for the electronic filing of citations with the court are captured on a spreadsheet available on the Multi-Agency Justice Integration Consortium (MAJIC) web site. The spreadsheet is a dynamic document and subject to change. The most current version is available to member agencies at: <http://akmajic.org/iepds/> under Alaska Repository of Information Exchange Package Documentation (IEPDs).

Technical Information

Type of Operating System

CourtView is a client server application supported by a SQL backend database.

System Architecture

For criminal offenses, CourtView’s offense table is synchronized with the State’s Uniform Offense Citation Table (UOCT) maintained by the Department of Public Safety (DPS) and shared systemwide. Court rules require charging documents and judgments to cite criminal offenses in conformance with the UOCT.

Citing minor offenses is now synchronized with the Uniform Table of Minor Offenses (UMOT), maintained by the Alaska Court System. Minor offense Rule 3(b) requires law enforcement to cite minor offenses as they are listed in the court system’s UMOT. Links to lists of offenses for the state and for each city and borough are available on the court’s website at <http://courts.alaska.gov/umot.htm>. If a community is not listed and has ordinances that should be included in the minor offense table, a request should be emailed to: Helpdesk@courts.state.ak.us. For more information on the Alaska Court System’s UMOT, please contact Helen Sharratt at: hsharratt@courts.state.ak.us.

Data Flow

The Alaska Court System is involved in and planning numerous automation projects, therefore the following data flow processes are subject to change.

Criminal Traffic Disposition

The court mails a paper copy of a criminal judgment to the DMV; DMV employees update the driver history record based on the judgment. The court also mails a paper copy of the judgment to DPS. DPS employees update the Alaska Public Safety Information Network (APSIN) Criminal History Record based on the judgment. The charge disposed is matched to any underlying arrest charge in APSIN based on an Arrest Tracking Number (ATN) and Charge Tracking Number (CTN). The ATN and CTN are required by regulation and by court rules in order to promote accurate matching of dispositions to original charges. The APSIN number is also required on all criminal complaints.

Minor Offense Traffic Disposition



The court has implemented a charge disposition web service to provide disposition data electronically to DPS and DMV. The court makes disposition data available via the web service to DMV and DPS. DMV automatically updates DMV's Alaska License and Vehicle Information Network (ALVIN) with conviction data. Traffic offense dispositions are matched with the original traffic offense through the citation number. In addition to the web service, the court transmits to DMV and DPS an automatically generated report of court convictions for minor traffic offenses on a daily basis. The court is statutorily required to report traffic convictions to DMV within five working days. The transmission of motor vehicle offense convictions to DMV for updating the defendant's driving record and for the assessment of points is also required by court rule.

Accessing Information

Internal and External Users of System Data

CourtView can be accessed at:

<http://www.courtrecords.alaska.gov/eservices/home.page.4>.

Who to Contact

For additional information on this system please contact:

Helen Sharratt
Integrated Justice Coordinator
Alaska Court System
E-mail: hsharratt@courts.state.ak.us

Procedure to Request Data from CourtView

The Alaska Court System provides access to CourtView information on the web site at the URL listed above. CourtView case filing and disposition data are available upon request and approval. Report requests should be initiated by contacting the court's help desk at: helpdesk@courts.state.alaska.us. Traffic minor offense case filing statistics are included in the court's annual report, by judicial district, court location/office, and offense category (e.g. "equipment," "speeding," etc.). The annual report also shows traffic offense filings as a percentage of the total number of cases filed with the court. The annual report can be found at: <http://www.courts.alaska.gov/annualrep.htm>.



Multi-Agency Justice Integration Consortium (MAJIC)

Basic Information

The Multi-Agency Justice Integration Consortium (MAJIC) is not an agency with a data system. MAJIC is an organization made up of member agencies, all of whom have their own data systems but work collaboratively on information sharing projects. It is included in this guide because it is an important conduit for sharing data, including traffic records. MAJIC's mission is to help agencies more effectively and efficiently share complete, accurate, and timely data to enhance the overall performance of the criminal justice system.

Link to Web Site

<http://www.akmajic.org>

Helen Sharratt

(907) 264-0853

hsharratt@courts.state.ak.us

Members of the MAJIC group currently include the Department of Public Safety, the Anchorage Municipal Prosecutor's Office, the Department of Law, the Public Defender, the Department of Corrections, the Anchorage Police Department, the Department of Behavioral Health, the National Law Enforcement and Corrections Technical Center – Alaska, the Alaska Association of Chiefs of Police, the Alaska Judicial Council, the University of Alaska Anchorage (UAA) Justice Center, the Division of Motor Vehicles, the Alaska Court System, the Anchorage Police Department, the Department of Revenue, the Division of Elections, the Alaska Highway Safety Office, Juvenile Justice, and the Alaska Department of Health and Social Services (DHSS) and the Municipality of Anchorage DHSS.

The MAJIC Administrator is an employee of the Alaska Court System.

Purpose

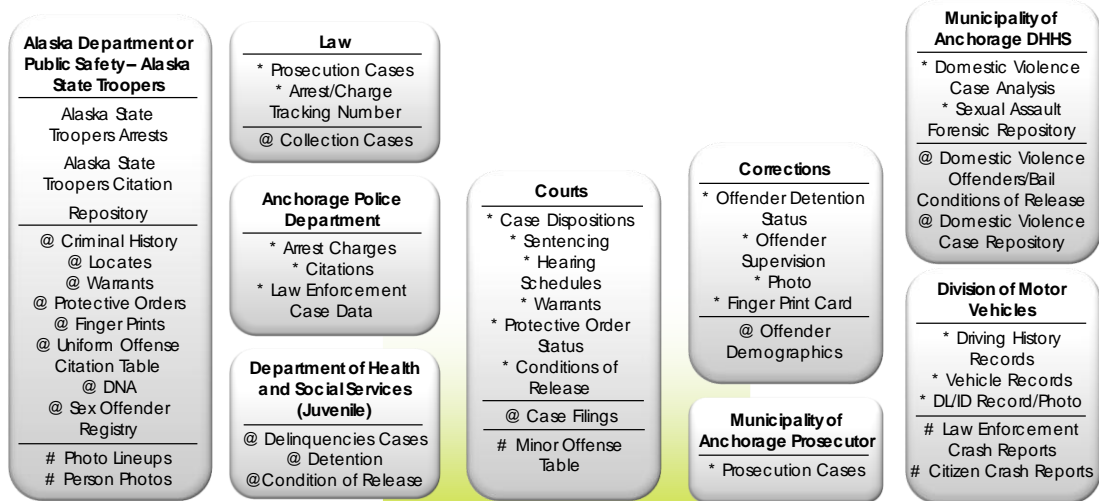
The Consortium was formed to help agencies more efficiently share complete, accurate, and timely information in order to enhance the performance of the criminal justice system as a whole.

Data Flow

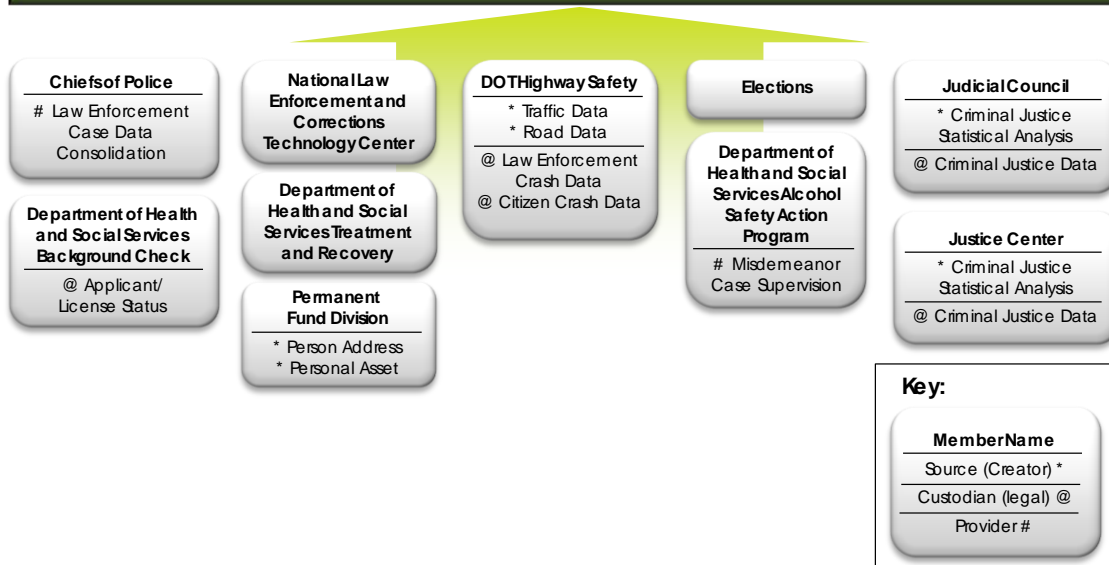
Below is a high-level diagram of the MAJIC enterprise which shows the types of data created, stored, and used by the agencies that participate in MAJIC. This diagram was derived from training MAJIC members received from an expert in systems integration and forms the basis of what is known as "open systems architecture." The purpose of this architecture is to allow agencies to exchange information regardless of which systems they use internally by allowing others to understand what is available, and then proceeding to the next step, which is to adopt standards for "exchange packages" between agencies. MAJIC members have used the Department of Justice's National Information Exchange Model (NIEM) or rather its predecessor, the Global Justice XML Data Model, to document the data elements and data structures to be exchanged between agency systems on various projects.



MAJIC Enterprise



Communications Path



Accessing Information

Internal and External Users of System Data

For general information about MAJIC, please follow this link:

<http://www.akmajic.org>.

Who to Contact

For additional information on MAJIC please contact:



Helen Sharratt
MAJIC Administrator
E-mail: hsharratt@courts.state.ak.us



Division of Motor Vehicles

Alaska License Vehicle Information Network (ALVIN)

Basic System Information

Residing Agency/Business Unit

Division of Motor Vehicles.

Division of Motor Vehicles IT Group
(907) 269-5503
doa.dmv.it@alaska.gov

System Purpose

ALVIN's purpose includes:

- Tracking individual driver safety record;
- Providing state identity documentation; and
- Tracking of vehicle registration and documentation.

Type of Data Stored in the System

ALVIN data can be summarized into the following categories:

- Citations;
- Criminal Driving Convictions;
- Defensive Driving Courses;
- Organ Donor Status;
- Voting Registration;
- Handicap Placards;
- Revenue;
- Driver Point Systems;
- Vehicle Records; and
- Boat Records.

Data Products

Data products are produced on an in-house application programmed in COBOL and Natural.

Technical Information

Type of Operating System

The operating system used for ALVIN is Z/OS.

Accessing Information

Internal and External Users of System Data

Systems connecting to ALVIN include:

- Help America Vote Verification application.

Verification systems include:

- Social Security on-line verification (SSOLV);



- Problem Driver Pointer System (PDPS);
- Commercial Driver License Information System (CDLIS); and
- National Motor Vehicle Title Information System (NMVTIS).

Who to Contact

Technical Contact:

Data Processing
3300 B Fairbanks Street
Anchorage, AK 99503
Phone: (907) 269-5503
E-mail: doa.dmv.it@alaska.gov

Administrative Contact:

Anchorage Driver Licensing
1300 W. Benson Boulevard, Suite 100
Anchorage, AK 99507
Phone: (907) 269-3770
E-mail: doa.dmv.adl@alaska.gov

Process or Procedure to Access the Database

ALVIN records are confidential by statute. Limited access is allowed for certain types of non-person data. To obtain access to ALVIN, agencies must enter into a Memorandum of Agreement with the DMV as well as submit an ETS Network Login ID Request Form. Please contact the DMV IT Group for eligibility.



Department of Public Safety

TraCS Central Server

This system is currently in development. Additional information will be made available in subsequent versions of this guide.

Link to Web Site

<http://www.dps.alaska.gov/statewide/apsin/default.aspx>

Lance Ahern

(907) 269-5701

lance.ahern@alaska.gov

Alaska Public Safety Information Network (APSIN)

Basic System Information

Residing Agency/Business Unit

Responsibility for the maintenance and operation of the APSIN system resides with the Alaska Department of Public Safety. The Alaska DPS has undertaken a project to redesign and redeploy APSIN in a modern, open architecture environment in an effort to take advantage of new technologies to deliver APSIN services faster, better, and farther than before.

System Purpose

APSIN serves as the criminal justice information system for Alaska. APSIN serves Federal, state, and local law enforcement agencies across the State by providing access to state and Federal law enforcement resources such as the National Crime Information Center (NCIC), National Law Enforcement Telecommunications System (NLETS), Interstate Identification Index (III), and others. APSIN also serves the Alaska law enforcement community by acting as a central repository for Alaska criminal histories, wanted persons, stolen items, missing persons, protective orders, person and address information, and others. APSIN provides the law enforcement community with seamless direct access to information maintained by the Alaska DMV, such as driving records and license and registration information. APSIN is also used by other criminal justice agencies such as state and local prosecutors offices, adult and juvenile probations, corrections, and others.

There are some limited noncriminal justice uses for APSIN, such as professional licensing and public inquiry or records requests. The core of APSIN services, however, are designed to serve the Federal, state, and local law enforcement communities by providing a data repository and timely law enforcement information to the officer "on the street."

Type of Data Stored in the System

The APSIN design allows for a "one-stop shop" where a user can derive a person's physical description, addresses, driver history, criminal history, vehicle information, wants and warrants, case involvement, and other similar information all from one system and all based on an individual's unique identity.



Data Products

Over the years of its existence, APSIN has delivered critical information to law enforcement and other criminal justice agencies around the State. With over 10,000 APSIN queries a day, public agencies have been able to share information and access NLETS, NCIC, III, and other information sources outside of Alaska; criminal histories, driving histories, stolen vehicle, and property information; sex offender and concealed handgun permit information; and many other functions essential to preserving the safety of Alaskan citizens.

The APSIN system contains:

- Over 1,622,000 person records;
- Nearly 514,000 criminal history records;
- More than 16,000 concealed handgun permits;
- More than 4,160 sex offenders;
- Nearly 4,200 persons reported missing each year; and
- Nearly 1,150 active domestic violence protective orders.

Technical Information

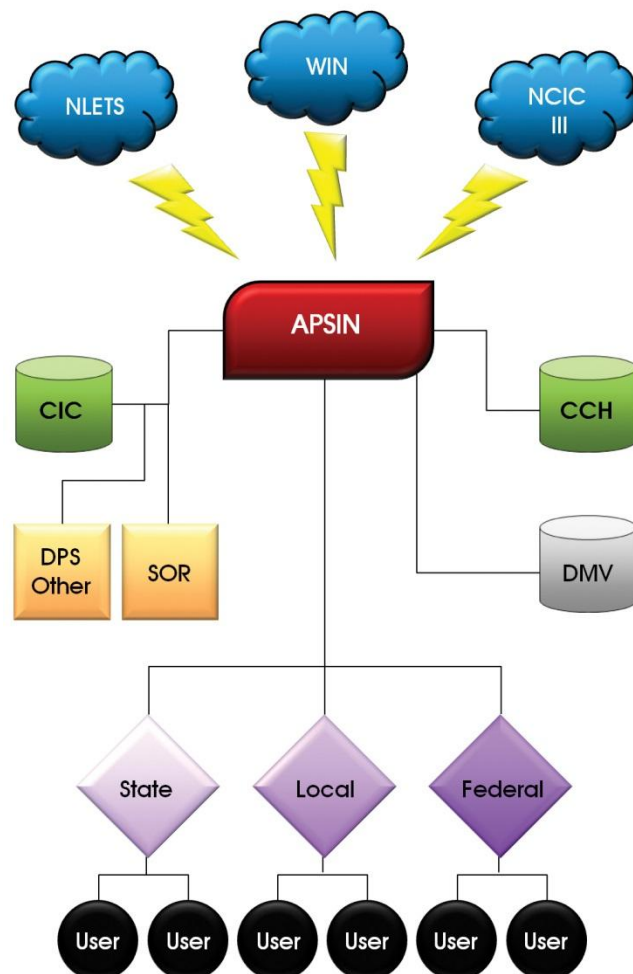
Type of Operating System

The APSIN system is mainframe-based, using a Software AG database product called ADABAS. Communication was originally accomplished over a closed System Network Architecture (SNA) network with a requirement for a hardwired, dedicated line to any location where APSIN was to reach; however, in recent years functionality has been added to allow APSIN sessions to be delivered over Transmission Control Protocol/Internet Protocol (TCP/IP) networks.

System Architecture

Redesign Project

The Alaska DPS has undertaken a project to redesign and rebuild APSIN. APSIN replaced the Alaska Justice Information System (AJIS) as the criminal justice information system for Alaska in 1984. Over the years, new and better computing and networking technologies have emerged, while at the same time state and Federal requirements for APSIN have overtaken the ability of the existing legacy system to keep up. As a result, a new system is being designed



and built using modern, open architecture technologies. The new system will be brought on-line in parallel with APSIN as each of its functions are thoroughly tested and proven to function under real world use.

Inquiries regarding the APSIN redesign project should be sent to:

Alaska Department of Public Safety
APSIN Redesign Project
5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-5402

Data Flow

APSIN resides on the state mainframe computer in Juneau with its resources primarily distributed via the state's wide area network.

Accessing Information

Internal and External Users of System Data

For general information about APSIN, please follow this link:
<http://www.dps.alaska.gov/statewide/apsin/default.aspx>.

Who to Contact

For additional information on this system please contact:

Lance Ahern
Data Processing Manager
Alaska Department of Public Safety
5700 E Tudor Road
Anchorage, AK 99507
Phone: (907) 269-5701
E-mail: lance.ahern@alaska.gov

Process or Procedure to Access the Database

State and municipal prosecuting agencies have on-line access to APSIN and may obtain driver histories (traffic convictions) and criminal histories (DUI, etc.) from APSIN.

Alaska Uniform Table of Offenses (AUTO)

This system is currently in development. Additional information will be made available in subsequent versions of this guide.



Department of Health and Social Services

Alcohol Safety Action Program (ASAP)

This system is currently in the process of migration to the Alaska Automated Information Management System (AKAIMS). Additional information will be made available in subsequent versions of this guide. Those desiring further detail should direct inquiries to:

Anthony Piper
(907) 264-0735

Anthony Piper
ASAP Program Manager
Division of Behavioral Health
Department of Health and Social Services
Phone: (907) 264-0735

Alaska Trauma Registry (ATR)

Basic System Information

Ambrosia Romig, MT MPH
(907) 334-4471

Residing Agency/Business Unit

Department of Health & Social Services (DHSS), Division of Public Health (DPH), Section of Emergency Programs, Trauma Program Unit.

System Purpose

The purpose of the registry is to evaluate the quality of trauma patient care, to monitor serious injuries in Alaska, and to plan and evaluate injury prevention programs.

Type of Data Stored in the System

The Alaska Trauma Registry (ATR) is an information system of the most seriously injured patients admitted to an Alaskan hospital and includes circumstances surrounding the injury event, patient transport, treatments, and outcomes.

The criteria for inclusion in the trauma registry include the following:

Patients who are:

- Admitted to an Alaska hospital;
- Held for observation (since 1/1997);
- Transferred to another acute care hospital;
- Declared dead in the emergency
- Left against medical advice (AMA) but would have been admitted; and
- For whom contact occurred within 30 days of the injury.



department;

For the following conditions (as defined by International Classification of Diseases, Ninth Revision, Clinical Modification (ICD-9-CM) codes):

- Traumatic injuries (800.00-904.9);
- Poisonings and toxic events, toxic effects of radiation, heat, reduced temperature, air pressure (910-993.9) (since 7/1993);
- Lightning (994.0);
- Drowning and near drowning (994.1);
- Asphyxiation and strangulation (994.7);
- Electrocution (994.8);
- Child maltreatment syndrome (995.50-995.59); and
- Adult maltreatment and neglect (995.80-995.85).

Since 1991, the trauma registry has collected data from all 24 of Alaska’s acute care hospitals.

Data Products

Use of ATR data falls into two equally vital functions:

- The prevention of injuries through monitoring, program planning, and program evaluation; and
- Trauma care performance improvement within hospitals and of the entire trauma system, according to national standards.

Information and data requests are received by State agencies, partner agencies, researchers, the media, legislators, and members of the public. Alaska’s trauma data is submitted to the National Trauma Data Bank for participation in the larger dataset and for benchmarking.

Data-sharing agreements for ongoing research have been established with the following entities:

- Alaska Highway Safety Office;
- Alaska Injury Prevention Center;
- Alaska Native Tribal Health Consortium;
- National Institute for Occupational Safety and Health;
- UAA Justice Center;
- Southeast Regional Health Corporation;
- Southcentral Foundation;
- DHSS/DPH Health Planning and Systems Development Crash Outcome Data Evaluation System (CODES) Project;
- DHSS/DPH Epidemiology special research projects;
- Alaska Department of Natural Resources (DNR) Office of Boating Safety; and
- Dr. Thomas Mader, Ophthalmologist, Alaska Native Medical Center (ANMC).

ATR data are used to monitor health indicators for a number of agencies and programs, including the following:



- Alaska Brain Injury Network;
- Comprehensive Integrated Mental Health Plan;
- Maternal and Child Health Block Grant Program;
- Health Alaskans;
- DPH Health Status Indicators;
- Kids Count; and
- Rural Hospital Flexibility Program.

The ATR Program receives 50 to 100 requests for information per year for research, program support, public policy support, and education. These requests encompass the broad spectrum of mechanisms, including suicide attempts, senior falls, motor vehicle child occupant injuries, teen driving injuries, motor vehicle versus moose crash injuries, biking injuries, off-road motor vehicle injuries, dog bite injuries, firearm injuries, fire and burn injuries, traumatic brain injuries, alcohol-related injuries, work-related injuries, elderly and child abuse and neglect, assault injuries, near drowning, cold injuries, injuries to Alaska Natives, and regional injuries.

The major users of ATR data for trauma care improvement are the Trauma System Review Committee (TSRC), individual hospitals, and EMS agencies. Hospitals receive reports on trauma care activity, resource utilization, performance indicators, and benchmark reports. The TSRC studies trauma patient flow across the state, need for specialty services, under and over triage, transport times, trauma center designation, and other components of a comprehensive trauma system. Data are used for nurse, physician and EMS provider education.

Technical Information

Type of Operating System

The ATR data collection and storage is operated in conjunction with a Microsoft Windows platform, which is stand alone or networked within a hospital.

System Architecture

ATR data are manually entered into the Digital Innovations proprietary software, Collector. A number of variables are automatically calculated or generated from entered data. A subset of data used for injury surveillance and research is stored in a dBASE flat file.

Data Flow

ATR data is collected at all 24 of Alaska's acute care hospital onto ATR worksheets through the abstraction of medical records. Cases are identified using the case criteria provided by the ATR Program and using methodology which has been developed jointly by the hospital and ATR program personnel, and which is adapted for each facility. This methodology usually involves computer generated lists, ER Logs, and Death Logs. Some hospitals track their patients concurrently. The hospital personnel doing the abstraction varies at each facility. They include health information personnel, trauma nurses, unit clerks, trauma coordinators, and ATR contractors. All abstractors are uniformly trained and use a data collection manual provided by the State.

Data entry is done in-house at those facilities that maintain their own registries, or by an ATR contractor for those facilities that rely on the State to maintain their registries. Data review and data validation studies are conducted by ATR contractors. All ATR data are electronically transferred to the State Central Site.



Upon completion of each year's data, the ATR Manager exports the data for that year into a dBASE file, which is then imported into a specially developed Statistical Analysis Software (SAS) program to clean the data, convert codes to text, and match the multiple admissions.

Accessing Information

Internal and External Users of System Data

Hospitals maintaining their own trauma registries have access to their own data. Hospitals who do not maintain their own trauma registries may have access to their own data but most rely on the periodic reports from the state. Any hospital being reviewed for trauma center designation must have access to their own trauma registry data either in house or remotely through the ATR Program Contractor.

Trauma care and trauma system research is best done using data directly from Collector, which may be requested from the ATR Program Manager. Injury research is best done using data from the subset of data which has been cleaned and the multiple admissions matched, so as to have a unique count of injuries per patient-event. These data may also be requested from the ATR Program Manager. No identifying information on patient or provider is released.

Who to Contact

Ambrosia Romig, MT MPH
Alaska Trauma Registry Manager
State of Alaska/DHSS
Section of Emergency Programs
3601 C Street, Suite 424
Anchorage, AK 99503
Phone: (907) 334-4471

Process or Procedure to Access the Database

Any record-level requests for data must be accompanied by a "release of information" application, study proposal, and a signed agreement, and will be granted by approval of the ATR Manager, and/or the Trauma System Review Committee.

Alaska Uniform Response On-Line Reporting System (AURORA)

Basic System Information

Shelley K. Owens
(907) 465-2262

Residing Agency/Business Unit

Alaska Dept. of Health & Social Services (DHSS), Division of Public Health (DPH), Section of Emergency Programs, EMS Unit.

System Purpose

The Alaska Uniform Response On-Line Reporting System (AURORA) is a prehospital data collection project. AURORA is a web-based program that allows EMS providers to enter electronic patient care reports into the system when they are connected to the Internet or into field software that can be



uploaded later. It is hosted by the vendor, ImageTrend of Minnesota. The data elements are from the national data set of the NHTSA National EMS Information System (NEMSIS).

Type of Data Stored in the System

In addition to the NEMSIS national data set, additional data elements have been recommended for inclusion from the Stroke Advisory Panel, National Institute for Occupational Safety and Health, and traffic crash data recommendations from Calspan-University at Buffalo Research Center (CUBRC).

Data Products

Standard and customizable reports are available to the EMS agency users of the system for the purposes of analyzing their run data and for their medical directors to use for assessing quality assurance. In addition, the national data elements have been uploaded to the NEMSIS.

Technical Information

Type of Operating System

Windows 2003 Server with Internet Information Services (IIS) version 6.0 or later (recommended).

System Architecture

The architecture of AURORA is an open scalable database structure which allows for system configuration to exact specifications. The data repository is Microsoft SQL. The DataPort technology uses Extensible Markup Language (XML), Open Database Connectivity (ODBC), Access, and flat file format standards to ensure data exchange with a variety of applications and agencies.

Accessing Information

Internal and External Users of System Data

The EMS Unit, service users, and medical directors can use the information in the planning and evaluation of EMS service delivery, EMS training, and developing public policy. The national data elements have been uploaded to NEMSIS.

Who to Contact

Shelley K. Owens
EMS Unit Manager
410 Willoughby Avenue, Suite 101
Juneau, AK 99801
Phone: (907) 465-2262
Fax: (907) 465-6736

Process or Procedure to Access the Database

The patient care data is not available on-line. Requests for aggregate data can be made to the Emergency Programs Section office.



Alaska Hospital Discharge Data System (HDDS)

Basic System Information

Residing Agency/Business Unit

Section of Health Planning and Systems Development.

Alice Rarig, MA, MPH, PhD
alice.rarig@alaska.gov

Division of Health Care Services, Alaska Department of Health & Social Services (DHSS), by agreement with Alaska State Hospital and Nursing Home Association (ASHNHA).

System Purpose

The purpose of the discharge data system is to provide reliable data on reasons for hospitalization in Alaska, charges, and length of stay, with characteristics of the patient, the episode, and hospital. Public health epidemiologists and health planners use the data to assess needs for preventive efforts, evaluation of preventable hospitalizations, crash outcomes assessment (through linking to Trauma Registry and crash report data), and for identifying and assessing emerging problems. Transportation planners request crash outcomes data analysis. As emergency department data are added by more hospitals, additional information for linkage to crash, EMS and seasonal data will be available.

Type of Data Stored in the System

The Hospital Discharge Data System (HDDS) stores information about inpatient, outpatient, and ER episodes since 2008 for selected hospitals, including selected patient characteristics, diagnoses and procedures, dates of admission and discharge, pay sources, and charges. The data have been reported by the majority of Alaska's hospitals since 2001, with outpatient and emergency department events included by most participating hospitals in 2008 (ten of the fourteen participating).

Starting in 2008, the Universal Billing Form 04 (UB04) data set and format superseded the UB92. Additional reportable data included revenue codes and Healthcare Common Procedure Coding System (HCPCS) codes for the inpatient and outpatient records. As Diagnostic Related Groups (DRG) coding transitioned, the new codes were included (notably the October 2007 change).

Data Products

Data products include epidemiology bulletins on special topics and PowerPoint presentations on reasons for hospitalization prepared by DHSS. Each hospital receives standard annual reports for the hospital and statewide totals (by DRG, major age groups, and other characteristics). Injury Surveillance Reports are anticipated.

Technical Information

Type of Operating System

ASCII files are submitted to a recognized data clearinghouse for data checking/cleaning, then provided back to hospitals with standardized reports, and submitted to State of Alaska in ASCII format, which is encrypted and sent with security provisions. DHSS staff uses statistical software (STATA Data Analysis and Statistical Software, SAS, and Statistical Package for the Social Sciences (SPSS)) to work with the data.



System Architecture

ASCII and statistical packages.

Data Flow

The primary source of data for the HDDS are patient medical records and intake forms. When processing data for billing, medical providers and hospital staff use this data to generate information for the UB04 forms. Hospitals report UB04 data to the data clearinghouse, Hospital Industry Data Institute (HIDI), Inc., which is a data company of the Missouri Hospital Association. Data are submitted to HIDI within 60 days after the close of each calendar quarter. ASHNHA reports to Alaska DHSS quarterly regarding hospital participation and reporting activities.

Upon receipt of the data, HIDI performs a quality check and requests needed corrections/completion of edited data from hospitals. HIDI reports summary data on an annual basis and provides a complete data file to Alaska DHSS, upon approval of the data by ASHNHA. Alaska DHSS staff conducts routine and ad hoc analysis of key public health questions, analyze crash data linkage, and prepares reports on specific topics.

Accessing Information

Internal and External Users of System Data

The HDDS Data Manager works with epidemiologists, researchers, and evaluators to provide either reports or limited data sets (under data sharing agreements) on specific questions, for quality improvement, and reports to hospitals, program managers, injury prevention staff, and other officials. The Alaska Roadway Crash Outcomes project links HDDS, ATR, and Crash Outcomes data to analyze charges and outcomes.



Who to Contact

Alice Rarig, MA, MPH, PhD
Planner IV
Phone: (907) 465-1285
Cell: (907) 723-0923
Fax: (907) 465-6861
E-mail: alice.rarig@alaska.gov

Process or Procedure to Access the Database

Hospital discharge data reports can be requested through the data manager, who will consider the feasibility of response (providing summary/aggregate data). Non-aggregate data may be requested for select types of approvable research projects by submitting an application and in accordance with the Hospital Discharge Data Use Agreement and policies.



Alaska Injury Prevention Center

National Occupant Protection Use Survey (NOPUS)

Marcia Howell
marcia.howell@alaska-ipc.or

Basic System Information

Residing Agency/Business Unit

The Alaska Injury Prevention Center (AIPC) collects, analyzes, and manages the data collected annually for the National Occupant Protection Use Survey (NOPUS).

System Purpose

The Alaska Highway Safety Office (AHSO) contracts with AIPC to conduct the statewide observational surveys of seat belt use in Alaska. The AHSO, with support from NHTSA, participates in nationwide observational surveys of occupant restraint usage on an annual basis.

Type of Data Stored in the System

AIPC used a population density, probability-based design to estimate the seat belt usage rates for the State of Alaska. AIPC has observed seatbelt use data from 2004 to 2010. The study design complies with criteria published on the Electronic Code of Federal Regulations web site, which were updated as of June 24, 2003. The criteria can be found in the Federal Register 23 CFR, Chapter III, Subchapter D, Part 1340 – Uniform Criteria for State Observational Surveys of Seat belt Use. The e-CFR Data was current as of May 2010.

Primary Sampling Units (PSU) were selected from boroughs in Alaska which totaled more than 85 percent of the state's population and had an even greater percentage of the controlled intersections. All of the boroughs within the 85 percent demographic guideline had a probability of being selected as a PSU, which was proportional to their population and total traffic volume. Within the boroughs selected, 264 observation sites were chosen in a stratified random sample design. This was done to accurately reflect the Alaska DOT&PF traffic estimates at controlled intersections with high, medium, and low traffic volume roads. The number of sample sites per city was determined by a proportional percentage of the State's annual average daily traffic (AADT) volume and by the relative population density of that community. Stratification for traffic volume differences was completed during the design phase by dividing the total traffic volume in each community into three equal strata by traffic volume. Next, an equal number of randomly selected sites from high, from medium, and from low traffic volume intersections were selected. This process provided a greater percentage of sample sites in small communities than in large communities.

The Alaska DOT&PF supplied AIPC with a list of all controlled intersections in the state and their AADT volume (latest data from 2008). From this list, a random number generator program was used to select the specific intersections needed for inclusion in the sample for each community. Once the intersections were identified, AIPC developed observer schedules by randomly assigning the



intersections to morning or afternoon shifts, then systematically alternating the direction of traffic flow (i.e., north, south, east, or west) as much as practical for the physical layout of the streets. The survey sites within each community were grouped to reduce driving distances, but the first site for each shift was randomly selected.

Database includes observed:

- Shoulder belt use by drivers and outboard passengers;
- Type of vehicle;
- Observed cell phone and headlight use;
- Region of the state of the observation; and
- Motorcycle helmet use by driver and passenger.

Data Products

AIPC produces an annual NOPUS report with the primary purpose of providing the seatbelt use rate for the State of Alaska. Other variables analyzed include type of vehicle and area of the State.

Technical Information

Type of Operating System

NOPUS data are stored in a Predictive Analytics Software (PASW) (formerly SPSS) database at the Alaska Injury Prevention Center.

System Architecture

All NOPUS data are coded using a numerical coding and input by the AIPC staff and the NOPUS contractor hired by AIPC.

Accessing Information

Internal and External Users of System Data

Internal

The Executive Director at the Alaska Injury Prevention Center as well as the contracted Project Manager have access to the database.

Who to Contact

For additional information on this system please contact:

Marcia Howell
Executive Director
Alaska Injury Prevention Center
3701 East Tudor, Suite 105
Anchorage, AK 99507
<http://www.alaska-ipc.org/>
E-mail: marcia.howell@alaska-ipc.org



Process or Procedure to Access the Database

Those desiring Alaska specific NOPUS data should contact Marcia Howell through the contact information provided above.



Department of Corrections

Information on traffic records system databases were not received from agency. Additional information will be made available in subsequent versions of this guide.

Municipality of Anchorage

Traffic Data Management System (TDMS)

Kim Carpenter
carpenterka@muni.org

Basic System Information

Residing Agency/Business Unit

Municipality of Anchorage Traffic Department, Data Division.

System Purpose

The Traffic Data Management System (TDMS) houses collected traffic data and statistics.

Type of Data Stored in the System

The TDMS stores volumes, studies, accidents, statistics, documents, GIS information, traffic control, and traffic information.

Data Products

Various reports are available through TDMS based on stored information.

Technical Information

Type of Operating System

This is a .NET application with an Oracle database and ESRI Spatial Database Engine (SDE) and Internet Map System (IMS) components.

System Architecture

This is a custom built application that can receive data electronically or manually.

Accessing Information

Internal and External Users of System Data

Users of the system include engineers, planners, attorneys, insurance companies, and the public at large.



Who to Contact

Kim Carpenter
Municipality of Anchorage
Transportation Planning, Traffic Safety & Engineering
Phone: (907) 343-8421
E-mail: carpenterka@muni.org

Process or Procedure to Access the Database

A web interface is available to access public information. Contact the Municipality of Anchorage for additional information.



Resources – Acronyms

Following is a list of acronyms used throughout this guide.

AADT – Annual Average Daily Traffic

ACN – Alaska Computer Network

ADABAS – Adaptable Data Base System

ADOT&PF – Alaska Department of Transportation and Public Facilities

AHSO – Alaska Highway Safety Office

AIPC – Alaska Injury Prevention Center

AJIS – Alaska Justice Information System

AKAIMS – Alaska Automated Information Management System

[ALVIN – Alaska License Vehicle Information Network](#)

AMA – Against Medical Advice

ANMC – Alaska Native Medical Center

[APSIN – Alaska Public Safety Information Network](#)

AS – Alaska Statute

[ASAP – Alcohol Safety Action Program](#)

ASCII – American Standard Code for Information Interchange

ASHNHA – Alaska State Hospital and Nursing Home Association

AST – Alaska State Troopers

ATN – Arrest Tracking Number

[ATR – Alaska Trauma Registry](#)

ATRCC – Alaska Traffic Records Coordinating Committee

[AUTO – Alaska Uniform Table of Offenses](#)

[AURORA – Alaska Uniform Response On-Line Reporting System](#)

BAC – Blood Alcohol Content

CD – Compact disc

CSLIS – Commercial Driver License Information System

CD-ROM – Compact Disc Read Only Memory

CDS – Coordination Data System

CMV – Commercial motor vehicle

COBOL – Common Business-Oriented Language

CODES – Crash Outcome Data Evaluation System

CTN – Charge Tracking Number



CVIEW – Commercial Vehicle Information Exchange Window
DHSS – Department of Health and Social Services
DMV – Division of Motor Vehicles
DNA – Deoxyribonucleic acid
DNR – Department of Natural Resources
DPH – Division of Public Health
DPS – Department of Public Safety
DRG – Diagnostic Related Groups
DUI – Driving Under the Influence
EMS – Emergency Medical Services
ER – Emergency Room
ESRI – Environmental Systems Research Institute, Inc
ETS – Enterprise Technology Services
[FARS – Fatality Analysis Reporting System](#)
FHWA – Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Administration
GIS – Geographical Information System
[HAS – Highway Analysis System](#)
HCPCS – Healthcare Common Procedure Coding System
[HDDS – Hospital Discharge Data System](#)
HDP – Highway DataPort
IBM – International Business Machines
ICD-9-CM – International Classification of Diseases, Ninth Revision, Clinical Modification
ID – Identification
IEPD – Information Exchange Package Documentation
III – Interstate Identification Index
IMS – Internet Map System
IROC – Integrated Roadside Operations Computer
IT – Information Technology
[MAJIC – Multi-Agency Justice Integration Consortium](#)
MOA – Municipality of Anchorage
MS – Microsoft
MSCVE – Measurement Standards and Commercial Vehicle Enforcement
NCECTC – National Law Enforcement and Corrections Technology Center
NCIC – National Crime Information Center



NCSA – National Center for Statistics and Analysis
NEMSIS – National EMS Information System
NHTSA – National Highway Traffic Safety Administration
NIEM – National Information Exchange Model
NLETS – National Law Enforcement Telecommunications System
NMVTIS – National Motor Vehicle Title Information System
[NOPUS – National Occupant Protection Use Survey](#)
ODBC – Open Database Connectivity
PASW – Predictive Analytics Software
PDPS – Problem Driver Pointer System
PSU – Primary Sampling Unit
RCOTR – Regional Contracting Officer’s Technical Representatives
REDDI – “Report Every Drunk Driver Immediately”
SAS – Statistical Analysis Software
SDE – Spatial Database Engine
SNA – System Network Architecture
SOR – Sex Offender Registry
SPSS – Statistical Package for the Social Sciences
SQL – Structured Query Language
SSOLV – Social Security On-Line Verification
TCP/IP – Transmission Control Protocol/Internet Protocol
[TDMS – Traffic Data Management System](#)
TDS – Transportation Data Services
TraCS – Traffic and Criminal Software
TSRC – Trauma System Review Committee
UAA – University of Alaska Anchorage
UB – Universal Billing
U.S. – United States
U.S. DOT – United States Department of Transportation
VPN – Virtual Private Network
XML – Extensible Markup Language
WIM – Weigh-in-motion



Additional Resources

The following is an additional resource on impaired driving:

Davis, Lisa. "Developing the Framework for an Impaired Driving Tracking System for the State of Alaska." Unpublished Master's Thesis, University of Alaska at Anchorage, December 2010.

