CSET UTC Advisory Board + Executive Board Meeting Agenda  
Ala Moana Hotel – Honolulu, HI

Updated: March 6, 2019

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| Monday, December 17th, 2018 Pakalana Room, Ala Moana Hotel  [GoToMeeting Link](https://global.gotomeeting.com/join/554987501) or +1 (872) 240-3212, Access Code: 554-987-501 | | |
| 8:00am – 9:00am | Breakfast | |
| 9:00am – 10:00am | Director’s Welcome + Summary of Center Activities to Date  Billy Connor  Key goals for the meeting:   1. Update advisory board on past year 2. Identify research themes for year 3 3. Discuss technology transfer plan 4. Plans for 2019 advisory board meeting   Funding for year 3 is being delayed at USDOT due to staff turnover, should be done soon but need to wait for signature authority to be established at USDOT.  Summary of the activities and achievements of CSET to date presented. Highlights included Angel Gonzalez being named the 2018 CSET Outstanding Student of the Year and the creation of the Quick Facts handout available on the website.  We have surprisingly good infrastructure – perhaps there are some things we could do to make it more “poor choice” tolerance. How do we force drivers to step up and improve the safety of our roads by making better decisions, driving safer, improving safety culture?  NIOSH R2P program – How does this work? What is the format?  Is there a way to formalize mentorship for students affiliated with our center? [Center Mentoring Plan] | |
| 10:00am -10:45am | Washington – Summary of Projects and Activities (YR1 + YR2) Yinhai Wang + Ziqiang Zeng  General background and the year 1 and 2 project status presented.  Silver sponsorship of the ATNI convention provided an important opportunity to connect with the tribes in Washington State. Tribes are interested in data format standardization, not interested in cutting edge technology, need easy to use data visualization and analysis tools. Data ownership and privacy is a big issue for the tribes, localized focus is on behavior issues. Tribes beginning to realize that need the data for getting grants, but want to do things to save families, traditions, cultural concerns, leaders focused on not being made to look bad, want to make improvements but need to be approached carefully.  Project to design database and fused different sources of data for visualization and analysis [**https://18703690090.wixsite.com/wacrash\_**](https://18703690090.wixsite.com/wacrash_)  Other discussion included:   1. Data format standardization for tribes 2. Easy to use crash mapping, analysis, visualization tools 3. Data ownership and privacy is still an issue   Family, tradition, cultures – preservation of these while also using data to save their families; perhaps a way to achieve “buy-in” is to stress the loss of oral tradition if someone dies in a traffic accident | |
| 10:30am – 10:45am | Break | |
| 10:45am – 11:15am | Hawaii – Summary of Projects and Activities (YR1 + YR2) Panos Prevedouros + Guohui Zhang,  Final report being drafted for one of the 1st year projects. Other projects started surveys with many different groups for finding information on safety attitudes and habits. Another project got simulator time through a partnership with a local Hawaiian taxi company; simulator of text reading with 230 taxi drivers.  Guohui Zhang noted that having problems getting the Hawaii crash data, can get access but don’t have permission to use it for anything. The data visualization project is collaborating with UW, so a single tool is produced by the center that is capable of providing input on where to place law enforcement and health clinics to help improve outcomes.  How do we pull in the traffic related injuries that don’t have a police report? Need to have stronger connections with medical organizations that are gathering trauma data. | |
| 11:15am – 11:45am | Alaska - Summary of Projects and Activities (YR1 + YR2) Nathan Belz  Consensus from PacTrans conference session on definition of isolated was that it is a multi-faceted issue as multiple types of isolation and can vary greatly what the correct response should be. Data gathering discussion led to input that local newspapers can be good source of information on crashes and fatalities, DMV good source of information, and need to use the trauma registry as often a better source of crash records in some areas. | |
| 12:00pm – 1:30pm | Lunch – Mariposa, Ala Moana Center | |
| 1:45pm – 3:15pm | Current State of RITI Safety Research Needs (30min each) Pt. 1 (Hawaii): Dr. Josh Green, Hawaii Lieutenant Governor  His presentation focused on the need for links between changes to the law/policy and behavior changes, stressing education in K-12 to change behavior norms. Hawai’i needs both approaches to combat DUI issue. The lack of trauma facilities in the state impacts outcomes so need fewer crashes that generate the need for the facilities. Also stressed the greater impact of multiple small projects over a single big project.  Distance between trauma facilities, DUI is major contributor to motorcycle crashes (lack of helmet use), Josh has floated 0.05% for the limit (which is close to European countries) though did not pass (defense attorneys thought this would clog up the courts and do more harm than good) – Why allow them to get to the 0.08 “limit” before doing something about it?  Road deterioration and maintenance issues; 31% of rural roads in poor condition. In rural areas, earnings and lower and cost of living is much higher.  Unique driving behavior in rural communities with more aggressive driving; road rage and discontent with tourism (state is possibly at capacity; somewhere with 7 and 9 million tourists annually).  Unusually high rate of pedestrian fatalities; lack of neurosurgeons or they are tied up with other surgeries and cannot attend to brain injuries of those who need to be “medivaced” to an acute care facility.  High amount of drug use, long drives, ubiquity of cellular phone use, contrast of wealth center and rural life in close proximity.  Billy – much of this seems to be driver behavior, is Hawaii doing anything to bring education in to K-12 to address some of these issues? Hawaii has not done much on this other than into middle schools for drug use. What teaching areas would be most effective? If knowing those, would reach out to superintendents. Hawaii only has one school district though there are four counties.  Break the cycle (of poor driving culture)  Pt. 2 (Washington): Darrin Grondel, WTSC  Washington State considered 70% rural, 30% urban and trauma care and transport are an issue for remote areas. King County still remains predominantly rural. The state wants to promote a traffic safety culture or mindset for communities, attitudes and values towards taking action in a community make a difference in survival rates. Positive community norms need to be in place to help encourage safety, promoting research in these areas as part of effort to get to target 0. The state needs research to get rural metrics.  The state also needs research on marijuana impairment. Currently don’t know the levels of marijuana that cause impairment in the bloodstream, also no sound field method for checking for pot impairment. Increased use of cannabis and alcohol overall. Were they actually impaired (for marijuana)? How do we test for that? What is the sobriety test? Marilyn Eustis (University of Iowa). Police force is being trained to be phlebotomists to be able to test and take blood samples in the field. Because of the time it takes (and because the officer is likely someone’s uncles) how much underreporting is happening in rural areas.  What kind of facilities in rural communities would be supportive? “If you can’t drive home, walk home” is the wrong message to be sending.  What are the safety benefits of a bicycle helmet? Is there evidence to support it?  Pt. 3 (Idaho): John Tomlinson, ITD  Idaho has a rural fatality problem, a lot of rural crashes are single vehicle run off the road crashes, try to handle the investigations so can tell if suicide or crash. No level 1 trauma facility in the state, sending people to Seattle or Salt Lake, as well as an aging population resulting in high number of mature drivers which impacts the crash statistics. The state has passed new laws to change behaviors but not connecting with rural older population.  66% of crashes occur in urban areas, however 78% of crash fatalities occur in rural areas – how do we combat the single vehicle run off the road crash? This one is far too common. 53% of these are unbelted. No seat belt law in Idaho. Josh Green – how many of these are suicides?  *To what extent does Hollywood, Social Media, and popular culture condone these behaviors? e.g., Tikit seat belt silencer.*  Mature drivers (65+) have seen a significant increase in total numbers (25%) as well as the number of associated fatalities (50%); they are not keeping up with laws or maybe were never taught in the first place. How does this compare with states with mandatory drivers reexamination? Idaho does not have mandatory driver’s education. Are we not putting enough emphasis on driver’s education?  Tribal engagement lacking in Idaho, not getting data or reporting from those communities. Lack of respect for the tribal law enforcement organizations from external law enforcement increases the difficulty of getting accurate data for tribal areas. We haven’t figured out the “magic sauce” to get create the engagement mechanisms. How do we get the data? How do we get people talking?  Pt. 4 (Alaska): Hillary Strayer, ANTC  Hilary emphasized that the regional use of transport varies by urban and rural areas, with distinct differences as to which modes of transportation are involved in crashes and fatalities. Avoiding animals (mostly moose) is common crash cause in the state; also a lot of ATV rollovers occur as not a very stable vehicle. The state has a varied amount of transport with all kinds of reasons for use; these vary between rural and urban. 50% of hospitalizations in rural areas are on ATV and snowmachines. For fatalities, 37% (these are both through 2011).  Boating fatalities being addressed through education, commercial boating safety fatalities have gone down, private boating has stayed stable and trying to change behavior so the rate goes down. Discovered style and cultural considerations are important for encouraging people to wear flotation gear.  Helmet use for children on ATV and snowmachines is an issue for Hillary’s organization and they have developed training. Increase in people going through the ice on snowmachines and drowning due to changes in the ice thickness in Alaska winters, so trying making snowmachine gear that is stylish but has flotation aspects built in. Connections built through community health organizations.  TR takes a large amount of effort to manually sort and categorize. A lot of MV crashes are avoiding moose. SM is primarily speeding or running into objects. ATVs are rollovers or passengers/operators thrown from vehicle.  Northern Alaska AI/AN has 9 times the risk of drowning compared to rest of the US. “No one makes a white life jacket.” Got the coast guard to make white float jackets which was referred to locally as the “lucky white float coat” because the team was successful in harvesting a whale on first trip. This is a good example of finding culturally appropriate solutions.  Motor vehicle safety – seat belt use survey was not done in rural areas Also issues with child passenger safety (they will dump safety seat at the airport because it’s too difficult to get back), distracted driving, and driving under the influence.  OHV safety – helmet use (huge spike in child injuries who weren’t wearing helmets; there is currently a high school youth training program for OHVs), trail marking (who’s responsibility is it, how far does is go, who maintains it?), communication, child passenger safety (how do transport a baby on an ATV? If you strap it to the back, ATVs roll over; if you strap them on your stomach, you might land on them). For snowmachines, young ice vs old ice. There are jackets that are made to be flotation gear that are stylish (FXR gear, not coast guard approved, but used by snowmachiners in winter).  Ped safety – reflective patches that iron or can be sewed on. Must be a design that looks interesting and is culturally appropriate.  Equity in resource availability; law enforcement in villages (VPSO) – not every village has one (nor a village health aid). In some places it could be two weeks to a month for access in and out of certain places. | |
| 3:00pm – 3:15pm | Break | |
| 3:15pm – 4:15pm | YR3 Project Themes Identification  Changing driver behavior and safety citizenship – focus area that group continually emphasized; K12 education combined with enforcement help believed to make the biggest impact. Make the safety device a style statement and positive reinforcement to assist in changing behavior. Take advantage of teachable moments both proactive and reactive. How do you make people be proactive on safety? Get past the surface to the core values.  Impaired driving – may be more of a problem in rural areas over urban, consequences certainly greater. Need to look at broader focus on what does it mean to be impaired while driving. Combining of substances is causing an increased number of crashes and deaths, sense that impairment testing and definition needs to evolve with changing use of drugs in the community. Medication reactions in an aging population are an understudied aspect of impairment. Distracted driving broader than cell phone use.  First response (especially in rural areas) – long lag times for response result in increasing fatalities in remote areas compared to urban areas. Are there better ways to handle crashes and victims at the scene in remote areas? Do EMTs need more training? Is there information or data available from other regions that provide ideas for improving results? Alert system to identify when a crash has occurred in remote areas, how can a notification be signaled so a crash can be found sooner? Multi-dimensional problem to address.  Data issue – trying to put together the data in a meaningful format so it can be provided to legislatures and other public organizations to inform where money gets spent to get the greatest impact possible from limited funds. No single source of data has everything, need to work on integrating across sources and how to tag so that the datasets can be combined. Data standardization between the DOTs at the different states would help. Data definitions can vary between sources especially for pedestrians and personal conveyances which causes data mismatches when different organizations report differently. Trying to improve data quality at source of input by the officers on the scene of a crash worth exploring, possibly develop a tool that allows them to fill out a form so vocabulary being used is standard. Need to determine what are the important pieces of information that are going to be used to make forms concise and simple to use so more reports get submitted.  Implementation will be a more significant part of the projects going forward.  Tribal Engagement   1. Needs to be pursued and engaged to greater degree, need to keep trying to determine approaches that work. 2. Is there a universal solution? Or is it more targeted?   Changing driver behavior   1. Changing culture and beliefs; safety citizenship 2. K-12 opportunities 3. Education combined with some sort of follow-on activity (like enforcement) or positive reinforcement 4. Debunking the myths; teachable moments (what are they and how do you break the habits?), changing the values 5. Being proactive – not waiting until x number of people have died before making something happen   Impaired Driving   1. Might be more of a problem in rural areas; we don’t know for sure and should probably find out. 2. Data is incredibly underreported 3. Means and methods of testing in the field; issue of “polydrug” use and how to identify that (if it matters?) 4. What kind of drug use do you have in your community and does this correlate with crashes and fatalities? 5. One can be impaired as a result of *not* taking medication (if on prescription for certain things) 6. Not everyone is aware of the impacts of cannabis on driving   First Response and EMS   1. How to reduce the amount of time it takes to get to someone OR get someone to an acute care facility 2. Train the first responders to a higher level 3. Are there other rural and remote areas that have done this successfully? 4. Is there a smart road network or tech that can detect a vehicle that left a road or got into an accident? OnStar, smart street lights that detect gun shots (perhaps for car crash) 5. How does the person who is stuck in the crash let someone know they were in a crash?   Data   1. Putting data in a format that works for what we all want to use it for, like dispelling myths or helping legislators make the right decisions. 2. It’s very easy to misconstrue what the data is trying to tell us 3. Make it easier to collect and analyze data 4. For some things, we don’t even need the data to make a decision (e.g., grabbing a hot stove is dangerous) 5. What data are we missing that we want/need? How do we get trauma data in the other consortium states? 6. What is the question and what data do we need to answer it? 7. Data standardization 8. Location/response information from towing companies to get better information on “near miss” or low-severity that would not make it in the DMV records. | |
| 4:15pm – 5:00pm | Technology Transfer Plan Execution  Highlighted the point that the implementation plan has various thoughts on how to get engagement from all those involved in the center. Advisory board will be major part of the review for projects that will be looked at more closely for implementation issues (see p. 5 of tech transfer plan). | |
| 5:00pm – 5:15pm | 2019 EB+AB Meeting Venue –  It was proposed that the next AB/EB meeting for CSET be held in conjunction with the 2019 Region 10 Transportation Conference in Seattle, on the day following the conference, October 12. General agreement with the timing and co-location of the meeting with the conference, especially as CSET plans to be a co-sponsor of the event. | |
| 5:15pm – 5:30pm | Wrap-Up and Task Assignment | |
| 5:30pm – 6:00pm | Break | |
| 6:00pm – 8:00pm | Dinner | |
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| Tuesday, December 18th, 2018 (optional for Advisory Board members) Don Kim Lab, POST Building #214 | |  |
| 8:00am – 9:00am | | | Breakfast |
| 9:00am – 10:00am | YR3 Research Projects – Education & Outreach  Focus areas for the next year and where we would want to be after year 5 of the grant. RITI needs to be the guiding principle for the center, need to hone focus on the RITI part of the efforts, need to move away from making purely generic products. Projects need to make products that can be applied to RITI communities across the country, need to identify partners with channels to RITI communities, need the information and data to identify the causes for the crashes in RITI communities so outreach products can be targeted for them. Possibly develop outreach product that details the impact of pot and other drugs on driving impairment.  Message carried better by member of the community rather than an outsider; dedicated traffic safety personnel become an anchoring point, paying attention and getting information and sharing it out. Implementation needs to be a significant part of the focus on the communities, limited resources available in these communities so need implementation that is free or comes with its own money. Should carve funding out of the grant to focus on efforts to make the outreach to teachers and link with them.  Ideas  Isolated communities (in regard to equity), is there advice we can provide (like pre-planning, pre-assessment, pre-evaluation) that can save them money in the early stages. Hawaii is interested in the RITI safety audit program  School competition about traffic safety knowledge; this has to be diverse enough to capture the varied cultures and environments in each community; summer camp for school teachers to train them how administer this competition and also make them our “node” into the rural communities – not all tribes have schools, some schools have high turnover in teachers.  Build engineering science kits that are fun for kids; could include SSD, or estimate initial speed. Citizen science to determine SSD requirements for OHVs on varied surface types. MULTI-INSTITUTION  School district money can be used as match money; teachers may already have ideas they are working on and we could leverage their efforts and money.  Training program travel would be covered and teachers would get CEUs FCCLA (Family Careers \_\_\_\_ Leadership of America) – had money to do a rural seat belt campaign “I Buckle, We Buckle”  Is there an easier, more convenient seat belt? Does it need to be integrated into the car? Or can it be separate?  Develop a leadership group with each university involved. How much money do we need to allocate to this effort? TRB Minority Fellowship Program could be leveraged to send people to the annual meeting | |
| 10:00am – 11:00am | YR3 Research Projects – Coordination & Context Sensitive Solutions  Changing society and environment and impact on the projects we do, awareness and accounting for these needs to be part of the projects. Drug culture developing in rural communities, know how to handle alcohol but drugs require different approaches. Engagement with doctors and pharmacists over the drugs and possible impairment on driving abilities.  Due to low volume of traffic in rural areas, people can get away with driving distracted or impaired but also leads to crashes being more severe when they happen. Driving habits part of the driving culture in rural areas, need to account for those attitudes in the outreach and interactions. Need to determine the baseline so can measure changes but turns out to be harder to get than had hoped. Did identify holes so know what is being missed in the reporting. Attitudes towards speed are changing, difference between attitude and road type, speed limits can be set too low, roads less safe than it should be, aging and other sources of demographic change.  Ideas  What is the protocol for informing people that a particular drug might impair your ability to drive?  What are the side effects that would lead to the statement “Do not operate heavy machinery”  Use of cannabis and/or misclassification as DUI  In rural areas, you have less resources available to you to not drive impaired (transit, walk, Uber). In rural areas, you are then traveling longer distances and at higher rates of speed.  FARS now allows any type of drug to be specified but does not have quantification (can specify quantities for BAC)  Some rural communities are asking for help and want to put information into FARS but the federal government says it’s too much work.  How do we quantify the changes that are occurring over time and how do we incorporate the anticipated future changes into what we are doing? Need to combat perception vs. reality. What is actually going on?  Keeping up with the Jones’ + exurbia + aging + shifting demographics; Farm Bill is proposed to increase funding for rural internet – this would open a lot of windows for smart tech in rural areas  Lifeline corridors, network robustness, and how important these are to rural communities. As environment continues to change, how does this affect design and planning process? Is the 100-yr flood enough?  Do all the states have a climate adaptation commission? For safety events, “why does it have to come to this” like a death have to happen in order to ignite interest, promote coordination.  What are the environmental risks? What are the contingency plans? Seismic, volcanic, marine and coastal, flooding, landslides, glacial runoff, overflow, permafrost degradation – at minimum, we raise the awareness so that people can put appropriate information in their community plans. | |
| 11:00am – 12:00pm | YR3 Research Projects – Changing Social & Environmental Climates  Understanding what the environmental risks are and how to adapt to them as things change is an area needing research. Accessibility under different conditions and its impacts on safety of RITI communities, first response access to a RITI community, vulnerability to being isolated. Isolation could be influenced by hazard risk to being cut off. Need to be aware of these issues and incorporate into the themes. | |
| 12:00am – 1:00pm | Lunch and walk/tour | |
| 1:00pm – 1:30pm | RFP Schedule  Update on the money for year 3. UHM needs to have the money amounts known by August 1.  Proposed schedule: RFP out by Feb 1, proposals due March 18, proposals to executive board for review on March 25 for 2 week review period due April 8, out to advisory board on April 15 due back on April 29. Final decisions out to PIs on May 1. | |
| 1:30pm – 2:30pm | Technology Transfer Plan  Overview of the concerns that prevent adoption of research results. Strong desire for implementation from the USDOT, want to get researchers to value the implementation process. Implementation plan needs to be part of every proposal for the year 3 RFP, will be a requirement for funding, stakeholders need to be engaged from the proposal through the project itself.  Three components being used for performance metrics, trying to measure output, outcomes and impacts. Each proposal needs to propose an expert task group that oversees the tech transfer portion of the project. Emphasis should be put on achieving the outcomes and impact goals. Numbers are minimums on pages 6 and 7 of the tech transfer plan. The plan is trying to answer the questions posed by Congress regarding what the value of the research is to the nation. Wanting to know the value of the results and how the information moves from university to public sector and other organizations so that gets implemented. | |
| 2:30pm – 3:00pm | Self-Plagiarism Plan  Overview on the conflict between journals and technical reports being published by research projects. AK DOT is requiring that they get the report first for projects that they funded. Billy worried about potential for copyright infringement issues.  What will the policy be for CSET? Initial rule is abiding by the requirements of the funding source supplying the match money. Need to cite sources for the report and the journal depending on which published first. Consensus reached that wanting to publish isn’t a valid reason for a no-cost extension. | |
| 3:00pm – 3:30pm | Data Management Plan  PIs should review the data management plan, need to make the data available that used in the research. Goal is to make projects reproducible. The life of the data based on opinion of the PI. Make sure that it is happening with year one project data.  Data management status will be verified during the final report review. | |
| 3:30pm – 4:00pm | Wrap-Up and Task Assignment  Yinhai proposed that CSET should be more active on social media. Twitter feeds on the website, recommending that link with other traffic focused feeds proposed as a possibility. Need better assessment if effort required worth the return. | |
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Action Items:

AI – Yinhai Wang tasked with identifying room availability and cost to hold the AB/EB meeting in Seattle on Saturday, October 12, 2019.

AI - Get Angel’s information out to advisory board members as they want to potentially honor him.

AI – send Vicky photos and paragraphs on outreach events and activities that projects are doing.

AI – get the RFP for year 3 developed and sent out by February 1.

AI – research outputs, outcomes and impacts from the tech transfer plan need to be added to the quarterly reports and PPPR

AI – By mid-February need to have a tech transfer plan written for all existing projects. Only need a couple paragraphs written. Need a task force named in the submission.

AI – Need template for tech transfer plans that each proposal needs to complete, both existing projects and future projects, will be part of RFPs in the future. (Based on the information on p.3 of the tech transfer plan). Would not expect more than a couple of paragraphs. Will be due in February for the existing projects (year 2 projects).

AI – Identify funding amount and lead for the effort from each member to create a summer camp for teachers to get outreach materials and curriculum into the RITI villages.