

Association of Transportation Safety Information Professionals
Traffic Records Committee
1973-2011

The Traffic Records Committee was ¹created in May 1973, when the Traffic Conference of the National Safety Council (NSC) approved the committee's governing rules. Originally limited to 100, the membership reflected a broad cross section of state and local traffic records administrators, suppliers and users of traffic data, and other concerned members of the public. In order to address the proper collection, storage, statistical evaluation and accessibility of traffic records for traffic safety, the Traffic Records Committee was committed to four stated objectives:

1. To develop, improve, and evaluate traffic records data systems in terms of standards, policies, and applications,
2. To encourage the use of improved techniques and innovative procedures in the collection, storage, and uses of traffic records data,
3. To coordinate the traffic records system programs of the NSC, the National Highway Traffic Safety Administration (NHTSA), and other organizations for the benefit of state and local agencies, and
4. To provide a forum on traffic records systems for state and local managers, including the collectors and users of traffic records data.

First Traffic Records Forum

A. Dewey Jordan, Manager of the Traffic Records Program for NHTSA, helped organize, and became the ²founding Chair of the Traffic Records Committee. Mr. Jordan helped plan for and establish the first annual ³Traffic Records Forum, held in New Orleans, Louisiana, November 12-14, 1974. The first Forum was sponsored by the NSC in cooperation with the American Association of Motor Vehicle Administrators (AAMVA), the Transportation Research Board (TRB) and the National Conference of Governor's Highway Safety Representatives.

The objective of the first Forum was to bring together working professionals in the development and use of traffic records systems for the purpose of hearing presentations and exchanging information. As Mr. Jordan, Chair of the Forum addressed in his keynote,

“We are not strangers to one another and certainly the topics which we will address here are not new to you. What is new is that we have brought together our several organizations to deal with these problems in a manner which will enable us to share our findings and achieve a unified approach.”

Accident Statistics Committee – 1915

The roots of the Traffic Records Committee extend back to the earliest days of the NSC, founded in 1913, when it became apparent that progress in safety depended on the collection and documentation of accident statistics. By 1915, an accident statistics committee had been created to study the preparation of accident data, including accidents involving transportation and public utilities. The Public Safety Division of the NSC, created in 1917, included a statistical committee that was responsible for developing report forms for accidents on public highways, as well as for accidents involving water transportation and aircraft, those occurring in buildings and other structures, and accidents connected with recreation.

In 1922, the NSC produced the first forms for reporting public accidents, including motor vehicle traffic accidents. Thanks to the widespread acceptance of the forms by cities and states, the NSC was able to develop the data bases that were used in producing its statistical booklet, *Accident Facts*. When the Public Safety Division became the Street and Highways section in 1930, an accident records committee was formed that continued to develop recording procedures until 1957. Committee members included traffic records personnel from most states.

In 1932, when the NSC was developing its National Traffic Safety Contest, a group of 25 national organizations banded together to assist in developing a standardized procedure for recording traffic accident statistics. This group, the National Conference on Uniform Traffic Accident Statistics, developed the contest's report forms, evaluation schedules, and scoring systems. Later, in 1941, the conference formulated a manual on accident classification. In 1956, the conference was invited to join the NSC as a committee within the Traffic Conference. In this capacity it continued to guide the NSC and served as an advisory group on the Annual Inventory of Traffic Activities-Accident Records, which replaced the traffic safety content in 1958.

Traffic Accident Data (TAD) Committee

In 1965, the Committee on Uniform Traffic Accident Statistics was replaced by the Traffic Accident Data (TAD) Project Steering Committee which was dedicated to updating record-keeping in all states and cities. This steering committee developed the *Manual on Classification of Motor Vehicle Traffic Accidents*, which came into effect in 1970 as the American National Standard Institute's (ANSI) ⁴D16.1 committee. In 1973, the TAD Committee decided that its steering role was no longer needed and that the records field would be better served if administrators were gathered in a body that would allow exchange of ideas. Thus, in 1973, the Traffic Records Committee was formed.

During 1974 and 1975, members were active in various ANSI subcommittees preparing the first *Data Element Dictionary for Traffic Records Systems* (ANSI) D20.1, an important reference book that would allow states to standardize their data on accidents, roadways, drivers, vehicles, and other elements of the traffic scene. Publication of this dictionary, a direct result of work sponsored by the American Association of Motor Vehicle Administrators (AAMVA), indicated recognition of the need for uniformity in definition and codes so that states could exchange data electronically. The dictionary was adopted at the Fourth National Forum on Traffic Records Systems in Rochester, New York, in 1978.

The success of the first Forum led to the planning of the second forum, held in March 1976 at St. Louis, Missouri, in which the workshop format was expanded. At the third forum, held in Memphis, Tennessee, in 1977, the committee voted to reduce the maximum time span for traffic fatalities from 12 months to 90 days between the time of the accident and the death of the victim. To be considered a traffic fatality for statistical purposes, death must occur within that time span. This became the ANSI national standard in 1979.

Traffic Records Committee Expands to West Coast

In 1977, the committee took an introspective look at its own organization and discovered that:

1. It did not have the highway safety disciplines represented which would give the committee the broad base of membership it needed.
2. Of the less than 100 members, the majority of the membership and, therefore, its officers and executive board members, were almost exclusively from the states east of the Mississippi.
3. The traffic records forums, intended to be held at sites in the mid-continent to make attendance easier for both east and west coast attendees, were not being held in the mid-continent, but in cities along the Mississippi River; a disadvantage to west coast participants.

Therefore, in 1978, at the fourth forum in Rochester, New York, the committee began revision of its governing rules to formally recognize a three-region concept – east, central, and west – to assure truly representative participation on the committee, and to rotate the location of the forum each year among the regions. The committee also voted to expand the membership to 300 to accommodate the growing number of applicants.

In keeping with the three-region concept, although the governing rules had not yet been changed, the fifth forum met in Scottsdale, Arizona.

At the sixth forum, held in 1980 in Dallas, Texas, events took place that were historic for the Traffic Records Committee. First, revisions to the governing rules were approved which embodied the three-region concept. Secondly, the time for the annual meeting and election of officers and executive board members was changed to coincide with the date of the international forum. Thirdly, the rules provided for a chairman, first vice chairman, and second vice chairman, each from a different region.

Under the rules of this election, a new executive board was chosen consisting of 15 members – five from each region. The geographical distribution of the members occurred by chance but was evidence of the growing importance of the committee in the western states.

Tenth Forum – Past Chairs

At the tenth forum in Orlando, record-keepers facing the age of the micro-computer had a chance to try out the newest hardware as well as hear about the latest developments from distinguished experts.



Past Chairmen of the Traffic Records Committee attending the tenth forum (left to right) Clarence Mosher (3rd Chair), Larry Karsten (6th), Dewey Jordan (1st), Larry Wort (5th), Ben Chatfield (7th), Russ Fleming (8th), and Don Reinfurt (2nd).

National Agenda

A National Agenda for the improvement of highway safety information systems dates back to the ⁵1991 forum in Portland, Oregon. That year forum attendees were divided into three groups, focusing on the collection, management and use

of traffic records data. Development of the ⁶National Agenda took 5 years and it was presented during the 1996 Forum in Philadelphia. As a result of spreading the development over this length of time and involving discussions at several forums, hundreds of people became involved. The six goals which comprise the broad framework for the National Agenda are as applicable today as they were 15 years ago. In condensed form the goals are:

1) Appreciation of the Value of Information, 2) Coordination of the Collection, Management, and Use of Data, 3) Integration of Programs with Information Systems, 4) Resources to Make the Appropriate Technology Choices, 5) Training in Methods Appropriate for Evaluation, and 6) Standards for Information Systems

AHSIP - Association of Highway Safety Information Professionals

The proposal for the Traffic Records Committee to become the Association of Highway Safety Information Professionals (AHSIP) was presented to the NSC's Highway Traffic Safety Division during the National Safety Congress in 2001, the month following 9-1-1. Following presentation of the purpose, goals and objectives for AHSIP (later changed to ATSIP), the Highway Traffic Safety Division gave its approval. A 12-page brochure was distributed, including:

- Purpose, goals and objectives
- National Agenda
- Activities of AHSIP, including key players and contact persons
- Key liaisons/agencies/organizations
- Friends of the Association
- Member of the Association Executive Board

ATSIP Separates from NSC

During 2009 – 2010, ATSIP separated from the NSC, serving as the business/managing entity of the traffic records forum – the 36th Forum in New Orleans – for the first time in its history. Becoming a 501 c 3 nonprofit association, ATSIP is now establishing a new relationship with the U.S. DOT, as well as all of its previous liaison associations as it continues efforts to ⁷provide the transportation community with the information needed to effectively manage the safety of highway transportation now and in the future.

Chairs/Presidents of ATSIP – Forum Locations

The following page contains a list of the Chairs/Presidents of the Association of Transportation Safety Information Professionals, years they served and the dates and locations of each of the thirty-seven forums to-date.

Association of Transportation Safety Information Professionals

Chairs/Presidents – Years of Service – Forum Locations

Chair/President	Years	Forum	City	Year of
A. Dewey Jordan	1973-1975	1 st	New Orleans	1974
Donald W. Reinfurt	1975-1976	2 nd	St. Louis	1976
Clarence W. Mosher	1976-1978	3 rd	Memphis	1977
		4 th	Rochester	1978
John J. Zogby	1978-1980	5 th	Scottsdale	1979
		6 th	Dallas	1980
Larry Wort	1980-1982	7 th	St. Petersburg	1981
		8 th	Las Vegas	1982
Larry G. Karsten	1982-1983	9 th	St. Paul	1983
Benjamin V. Chatfield	1983-1984	10 th	Orlando	1984
Russell R. Fleming	1984-1985	11 th	Reno	1985
Howard B. Graff	1985-1986	12 th	Lexington	1986
Fred F. Small	1986-1987	13 th	Williamsburg	1987
Joyce Emery	1987-1988	14 th	San Diego	1988
Judy L. Froseth	1988-1989	15 th	El Paso	1989
Clayton E. Hatch	1989-1990	16 th	Bal Harbour	1990
Don D. Hinton	1990-1991	17 th	Portland	1991
James G. Templeton	1991-1992	18 th	New Orleans	1992
Phyllis E. Young	1992-1993	19 th	Arlington	1993
Frances Bannowsky	1993-1994	20 th	Tucson	1994
Barbara H. DeLucia	1994-1995	21 st	Milwaukee	1995
David Mosley	1995-1996	22 nd	Philadelphia	1996
Stephanie Olson	1996-1997	23 rd	Tucson	1997
Robert L. Thompson	1997-1998	24 th	Minneapolis	1998
Mark L. Edwards	1998-1999	25 th	Danvers	1999
Creighton W. Miller	1999-2000	26 th	Portland	2000
Richard D. Paddock	2000-2001	27 th	New Orleans	2001
David J. Bozak	2001-2002	28 th	Orlando	2002
Larry Holestine	2002-2003	29 th	Denver	2003
Dan Magri	2003-2004	30 th	Nashville	2004
Robert Scopatz	2004-2005	31 st	Buffalo	2005
Jim Davis	2005-2006	32 nd	Palm Desert	2006
Tom Steele/David Bozak	2006-2007	33 rd	St. Louis	2007
Joan Vecchi	2007-2008	34 th	Orlando	2008
Bob Rasmussen	2008-2010	35 th	Phoenix	2009
		36 th	New Orleans	2010
Hadi Shirazi	2010-2011	37 th	Charlotte	2011

Constitution of ⁸ATSIP - Purpose

The purpose of the Association shall be to:

- (a) Advise and assist local, State, and federal governmental bodies and agencies plus appropriate non-governmental groups and organizations in the implementation of programs and activities related to the design, development, and use of traffic records systems. (These programs and activities include those the Association incorporated into the National Agenda for the Improvement of Highway Safety Information Systems.)
- (b) Provide a central point of reference and action to develop, improve, and evaluate traffic records data systems in terms of standards, policies, and applications.
- (c) Encourage the use of improved techniques and innovative procedures in the collection, storage, and uses of traffic records data.
- (d) Promote interdisciplinary communication and collaboration.
- (e) Serve as a forum for members and others to discuss traffic records system programs of the Federal agencies and other organizations.
- (f) Sponsor and encourage periodic gatherings or forums for members and non-members alike to discuss a broad spectrum of traffic records systems issues (from collection to uses of data) with particular emphasis on issues affecting local and State governmental organizations.
- (g) Encourage and assist in the development of its members to achieve the knowledge and skill in the development of transportation safety information systems that provide the transportation manager with the basis to provide the safety and mobility necessary for the nation's economic and social well being.
- (h) Promote the professional development of members, supporting and encouraging education, stimulating research, developing public awareness and exchanging professional information.
- (i) Encourage the development of training courses and the certification of its members that have demonstrated knowledge in these subject areas.
- (j) Promote the ethics, leadership, and career growth of its members.

¹ Article on the Traffic Records Committee prepared by Larry Wort, 5th Chair/President, from Illinois - Traffic Safety Magazine of the NSC, May 1981 edition

² Profile in Traffic Records, Traffic Records Committee newsletter - The Exchange, June 1994 edition

³ A pdf of the Proceedings – First National Forum on Traffic Records Systems – November 12-14, 1974, is available at <http://www.atsip.org>

⁴ Dr. Benjamin V. Chatfield, 7th Chair/President of the Traffic Records Committee, Federal Highway Administration (FHWA), chaired the D16.1 committee

⁵ Phyllis Young, 16th Chair/President of the Traffic Records Committee, FHWA, serving as Forum program chair, oversaw the concurrent joint development sessions which helped to provide the foundation for the National Agenda

⁶ Clarence W. Mosher, 3rd Chair/President of the Traffic Records Committee, InfoGroup, Inc., served as Chair of the Committee on a National Agenda

⁷ Statement from the Executive Summary of the National Agenda – The agenda is presented as a broad framework of national goals

⁸ Refer to <http://www.atsip.org> for a wealth of information regarding the Association