

As an expansion to my role I have been training Indiana coroners on the Indiana Coroner Case Management System (INCCMS) while continuing to train hospitals on the Indiana Trauma Registry.-Ramzi

January 14th Ramzi Nimry (Trauma and Injury Prevention Program Director) and Camry Hess (Data Analyst) attended the Performance Improvement (PI) Subcommittee.

January 21st Ramzi Nimry (Trauma and Injury Prevention Program Director) and Katie Hokanson (Director) attended, participated and presented at the District 2 Trauma Regional Advisory Committee (TRAC) in Bremen.

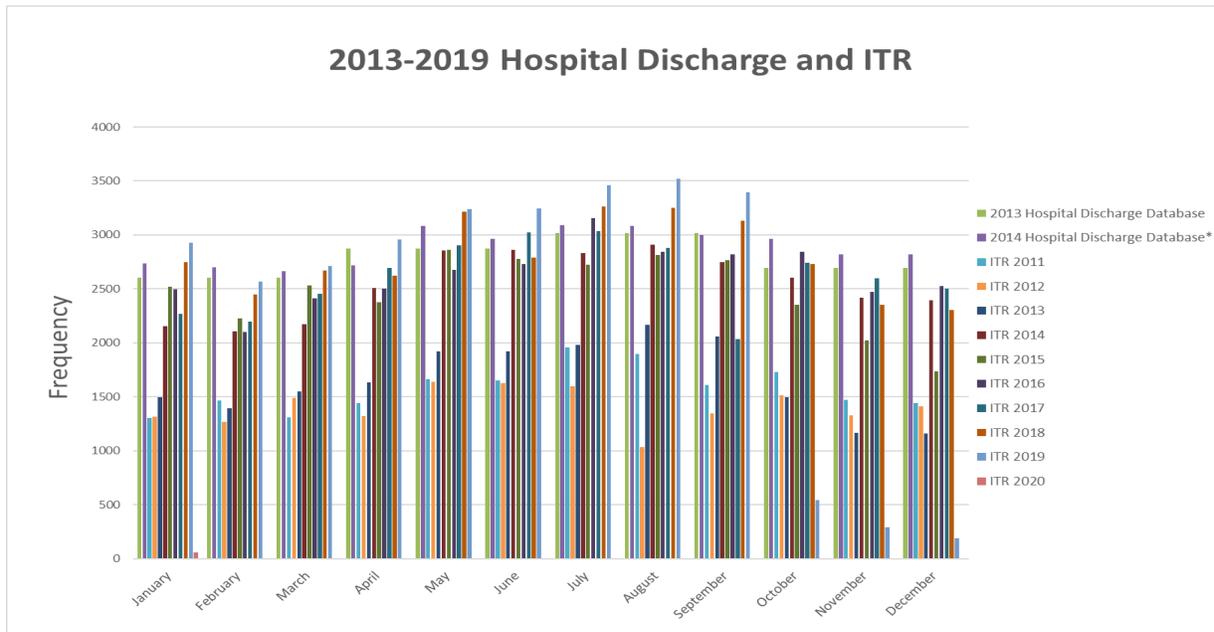
January 27th Ramzi Nimry (Trauma and Injury Prevention Program Director) attended the 17th Annual Indiana Public Policy Forum hosted by the Indiana Rural Health Association (IRHA) in Indianapolis.

January 28-29th Ramzi Nimry (Trauma and Injury Prevention Program Director) attended the National Pre-Hospital and Hospital Data Integration Listening Session Summit in Washington, DC.

The Indiana Trauma Registry (ITR) monthly report is a dashboard style report for the Indiana Criminal Justice Institute (ICJI) and any other party concerned about trauma in Indiana. This report highlights the four data quality measures for the ICJI grant: completeness, timeliness, uniformity, integration and accessibility. This report uses data within the ITR, with an emphasis on motor vehicle collisions (MVC).

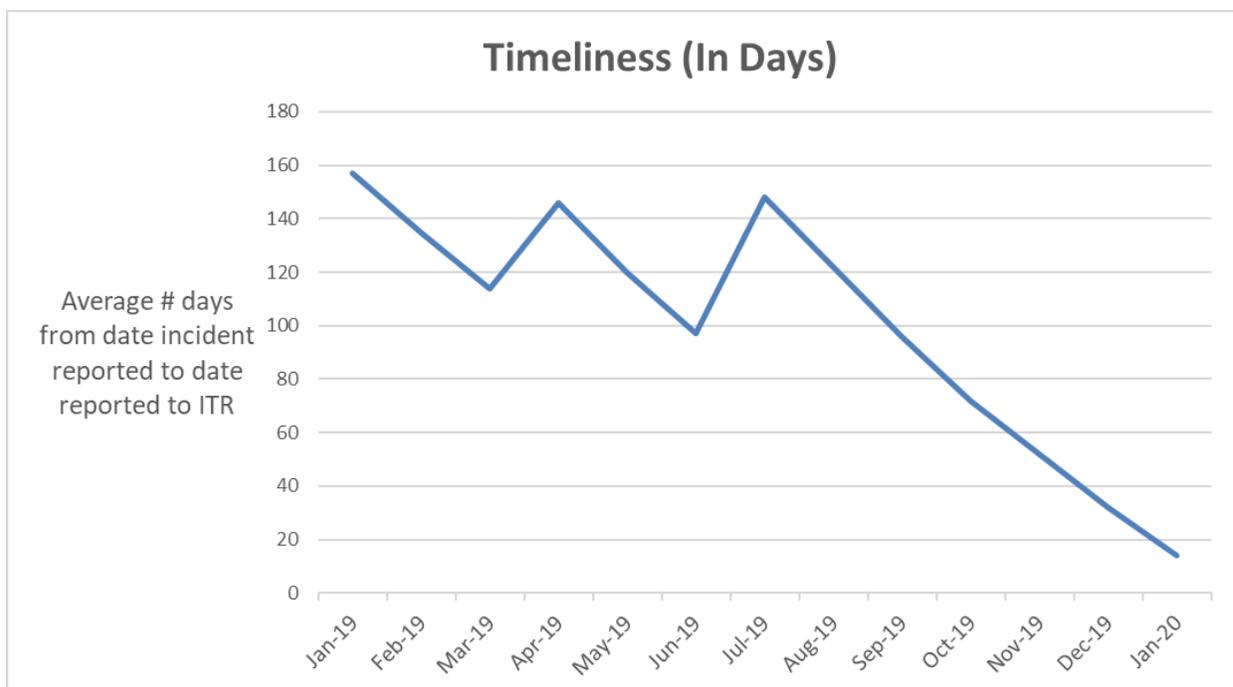
Completeness

The Hospital Discharge database, also maintained by the ISDH, contains all records of patients cared for in Indiana hospitals. We compared patient records from the ITR with the Hospital Discharge database to know how complete is the ITR's data. The hospital discharge database is 76% complete.



Timeliness

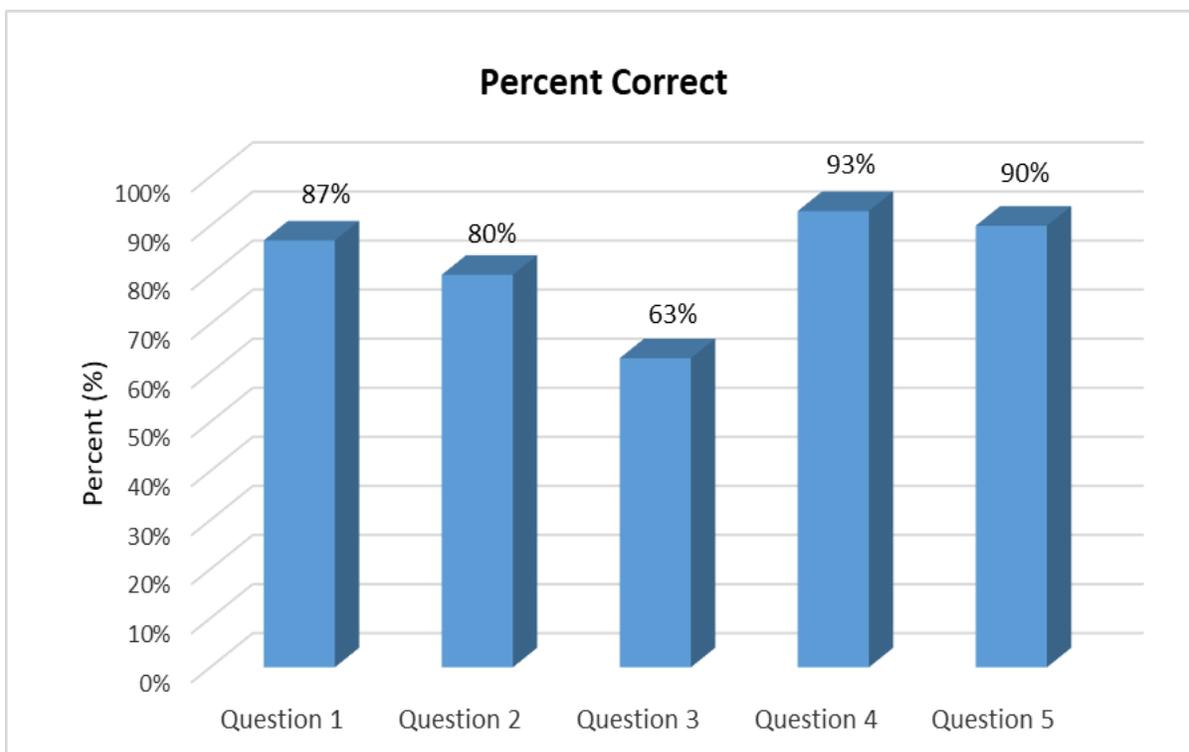
Timeliness increases as facilities wait until the data submission deadline to submit data to the ITR. Hospitals are asked to report data on the national trauma (TQIP) reporting schedule. The average timeliness in the past year was 91 days.



Uniformity

In January, we sent out the sixty-third monthly quiz for the inter-rater reliability study. There were 30 participants from 27 (22% of hospitals with EDs in Indiana) hospitals who completed the quiz. The percent correct was 83% and the free-marginal kappa was 0.45.

Activities to improve the uniformity of data include trauma registrar training throughout the state and at the Indiana State Department of Health.



Integration

The number of linked EMS to trauma cases was 1,639 for Q3 2018 data. Trauma data are due on a quarterly basis.

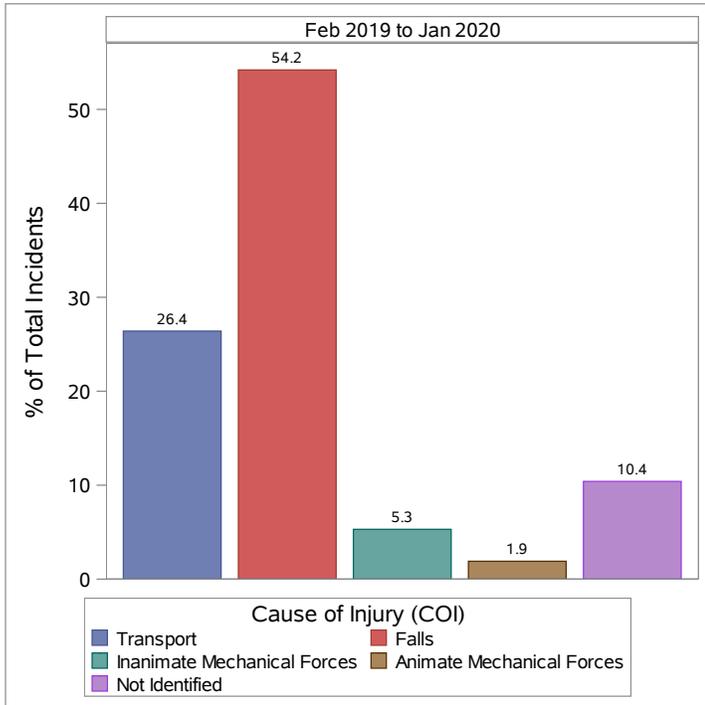
Accessibility

There was one aggregate request (1 day on average) and one self-report (1 day on average) in January. There were no identifiable data requests.

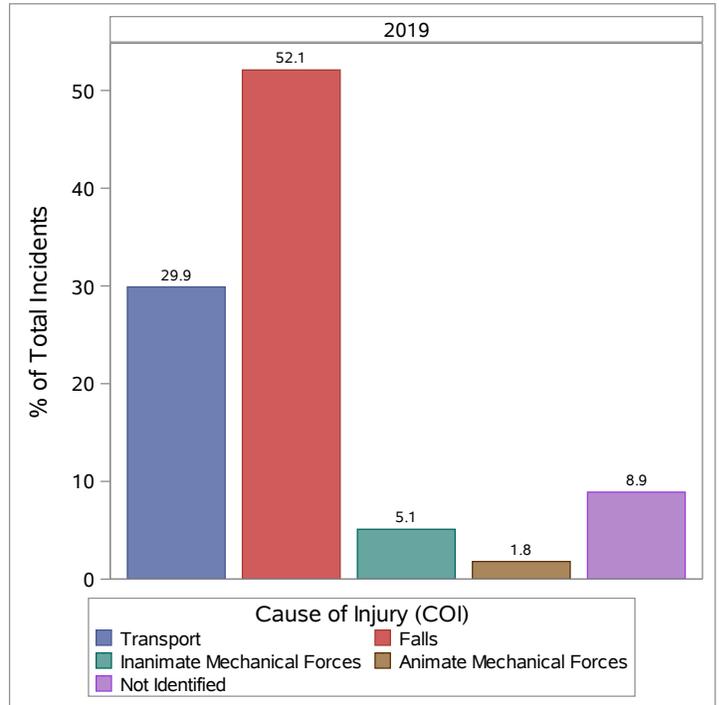
January 2020 Indiana Trauma Registry Report

Overall Cause of Injury (COI)

February 2019 - January 2020: 21353 Incidents

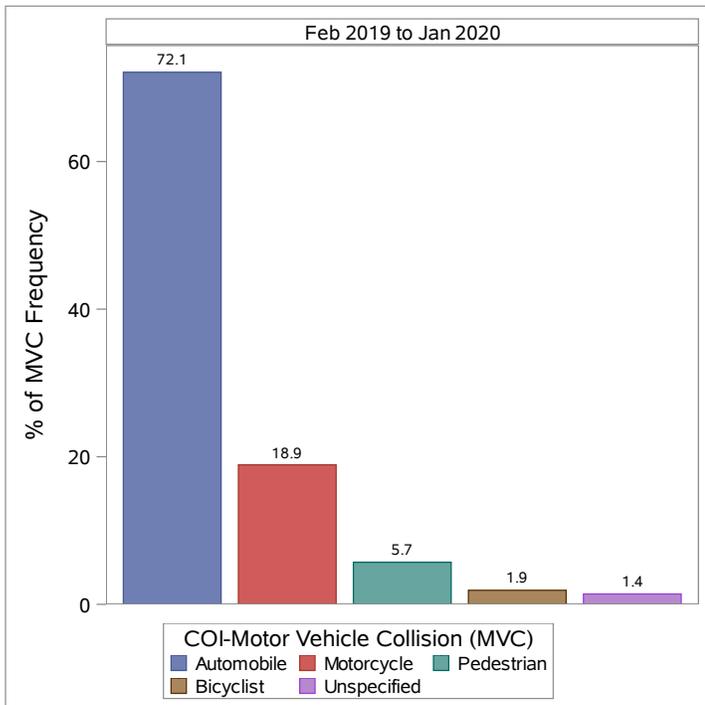


2019: 38748 Incidents

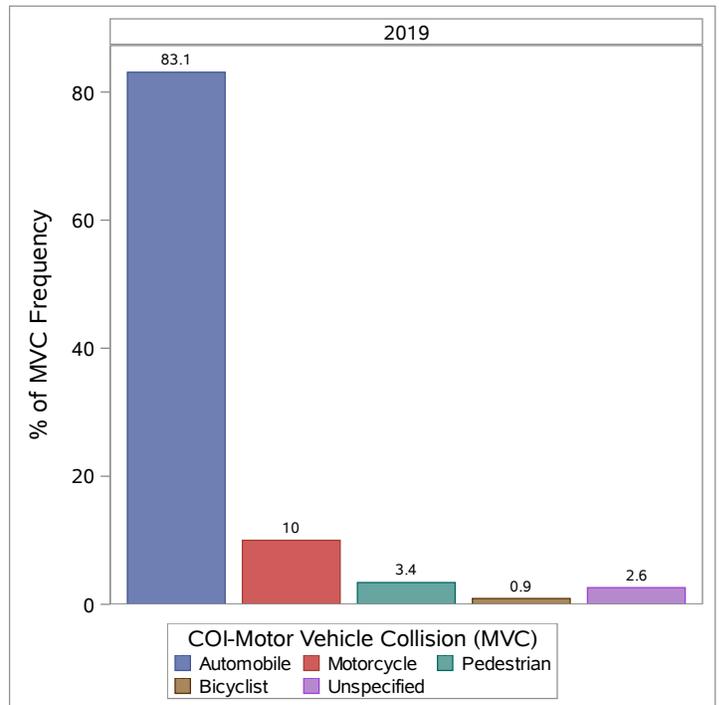


COI-Motor Vehicle Collision (MVC)

February 2019 - January 2020: 4147 Incidents



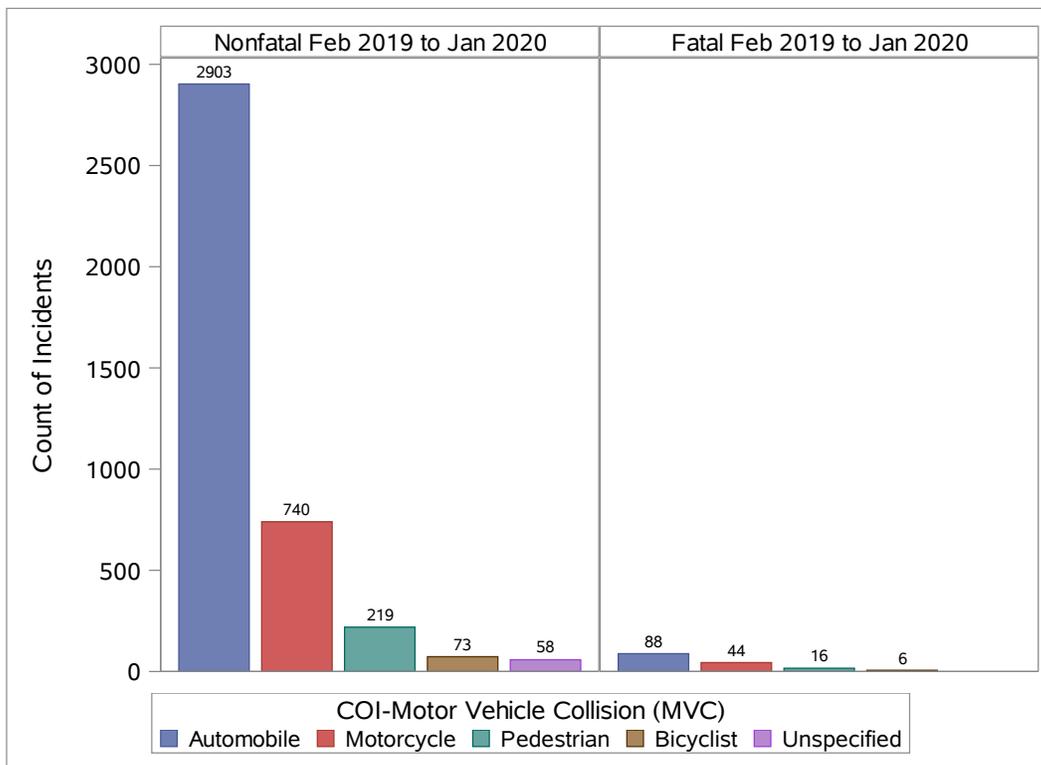
2019: 9263 Incidents



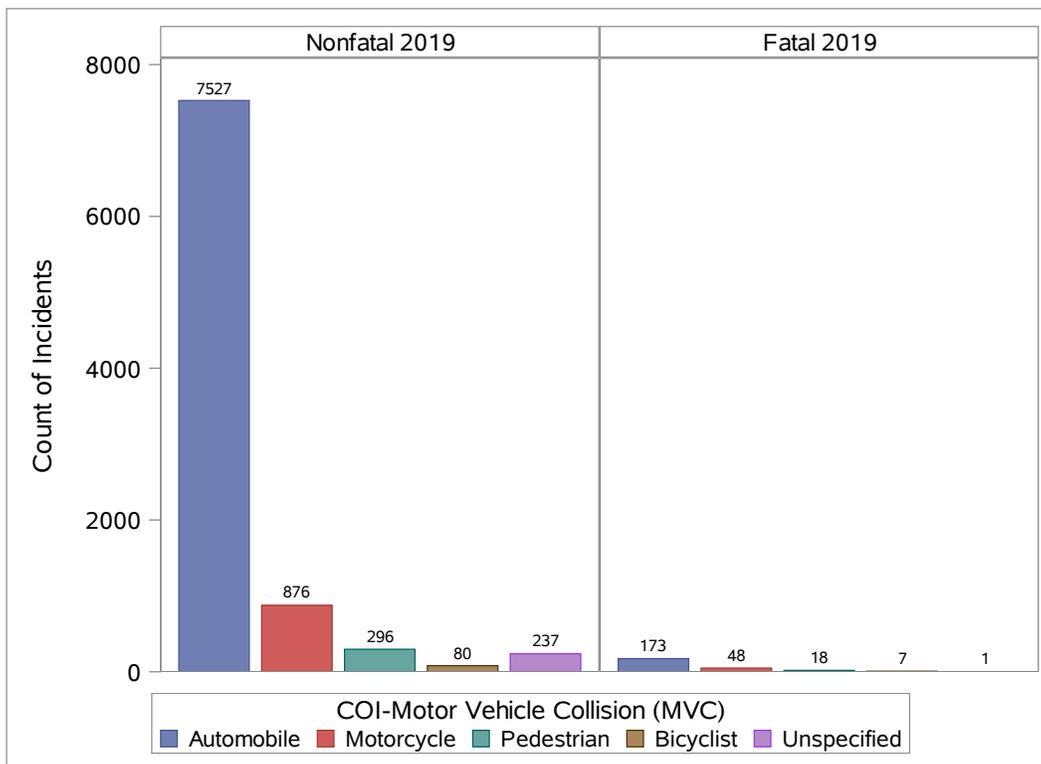
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collision: Nonfatal Incidents and Fatal Incidents

February 2019 - January 2020



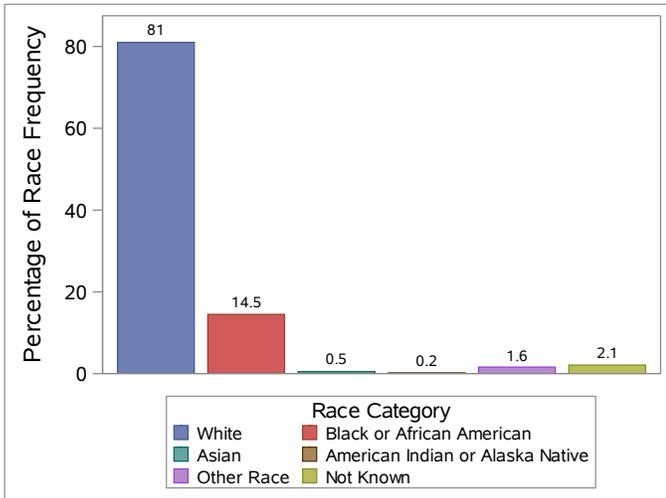
2019



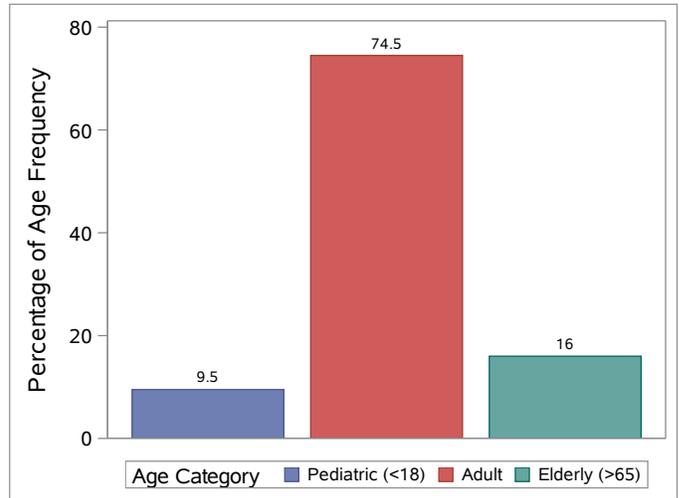
January 2020 Indiana Trauma Registry Report

Overall Motor Vehicle Collisions (MVC) February 2019 - January 2020

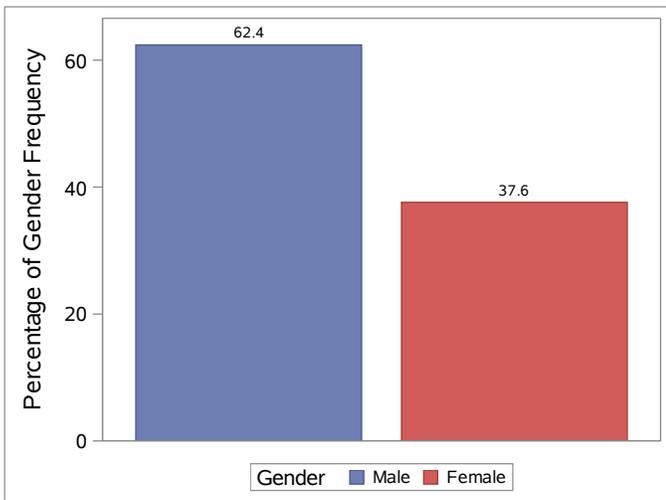
Race



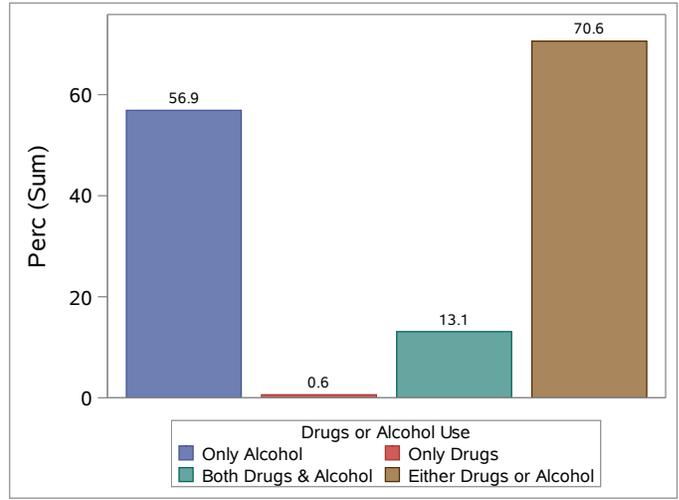
Age



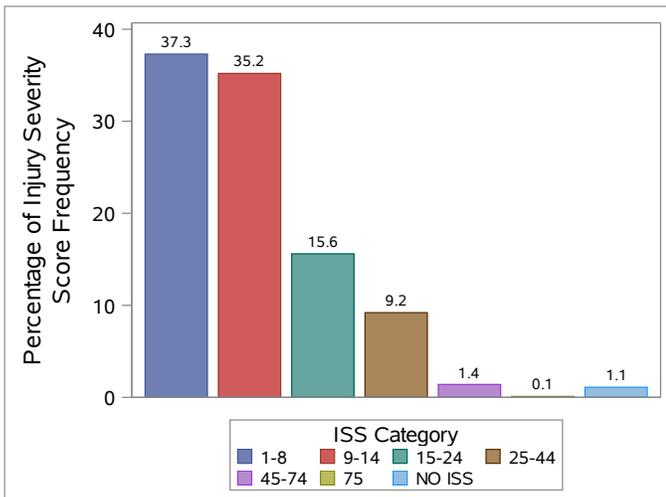
Gender



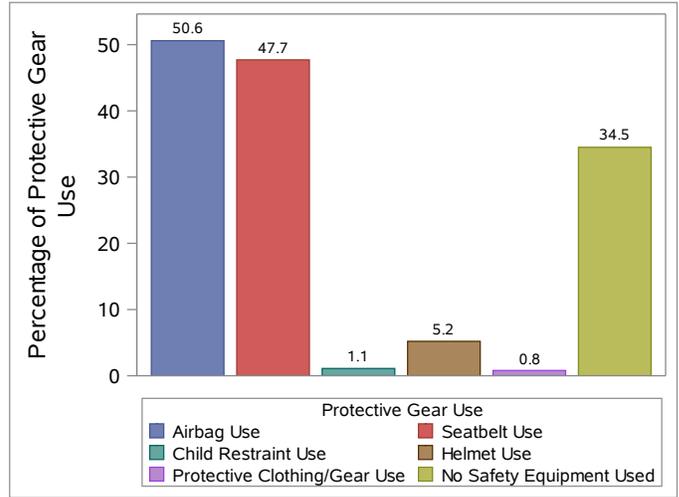
Drug & Alcohol Use



Injury Severity Score



Protective Devices

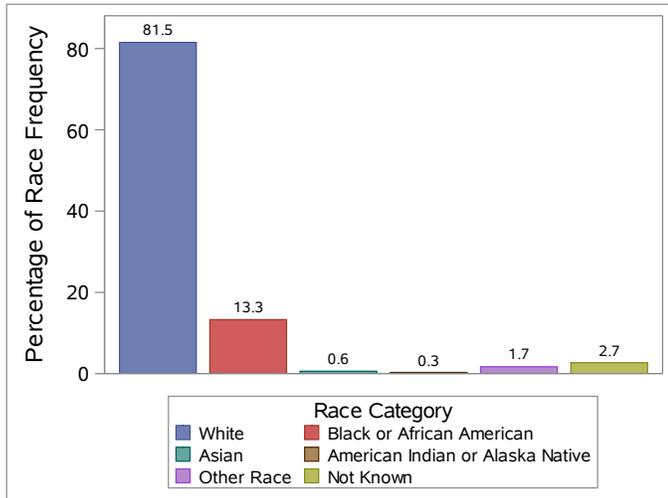


Injury Severity Score (ISS) is a measure of how bad the injury is. Scores over 15 are considered major trauma. A score of 75 is considered not survivable.

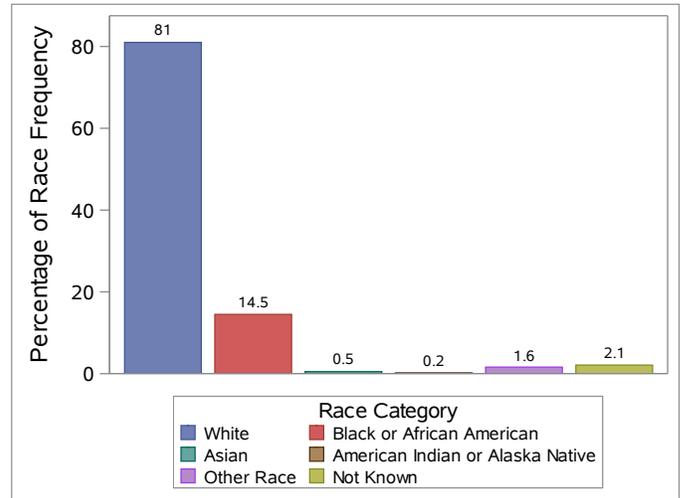
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collisions by Race

2019

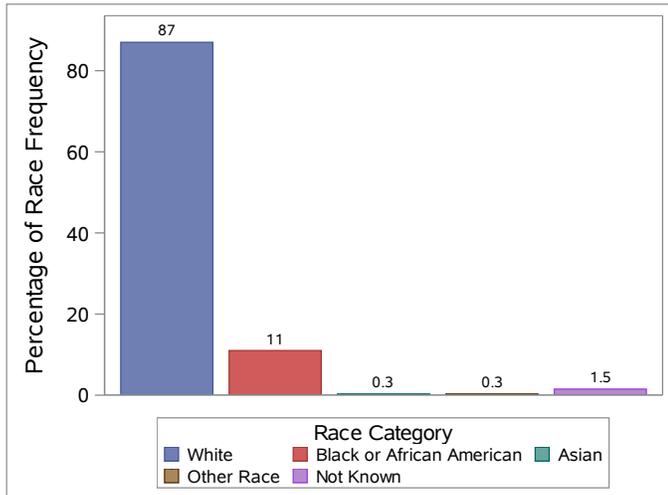


February 2019 - January 2020

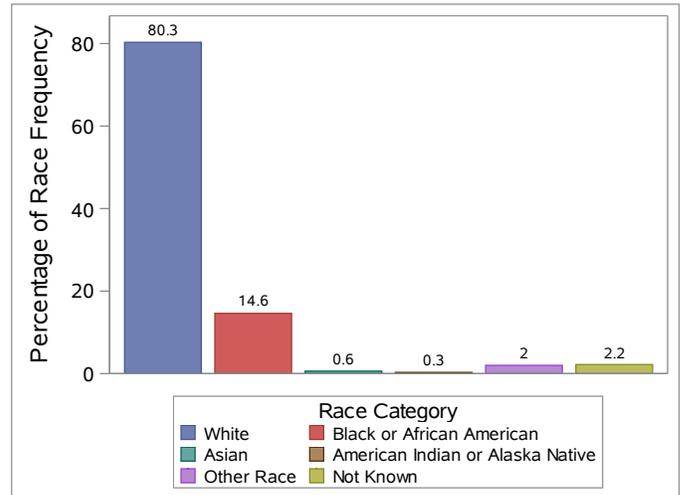


February 2019 - January 2020: MVC by Collision Type and Race

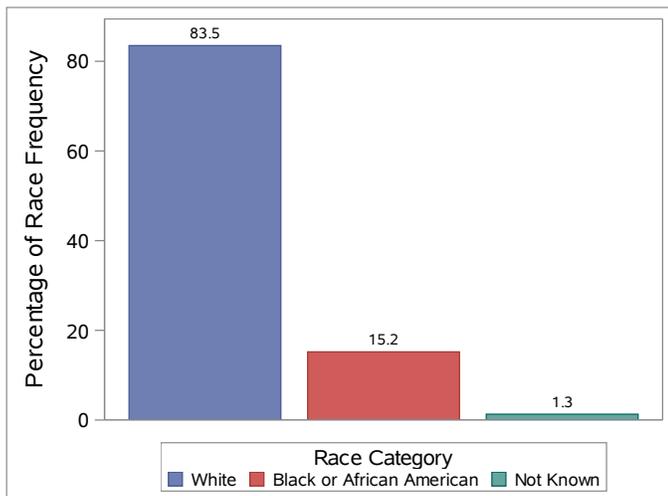
Motorcycle



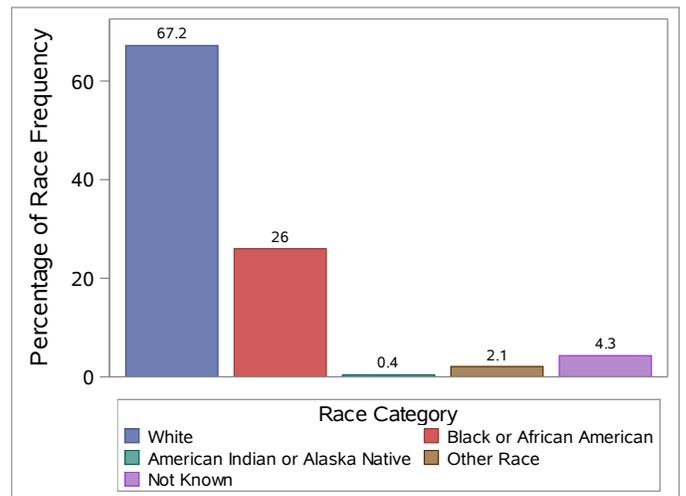
Automobile



Bicyclist



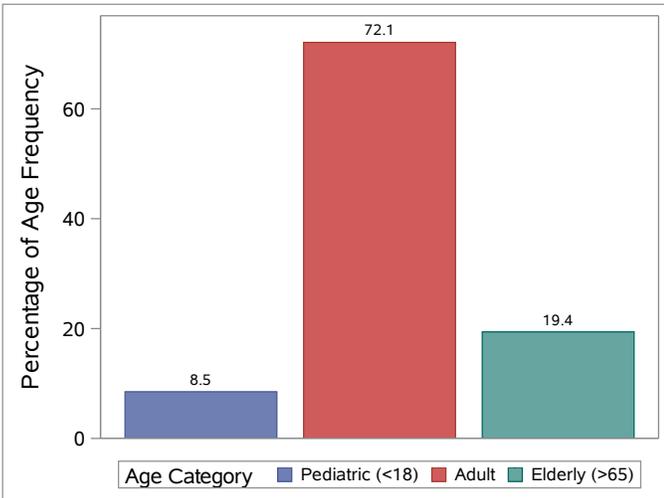
Pedestrian



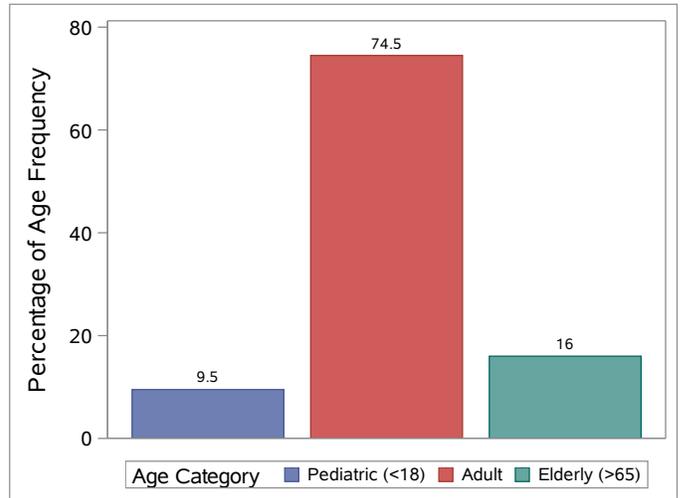
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collision by Age Category

2019

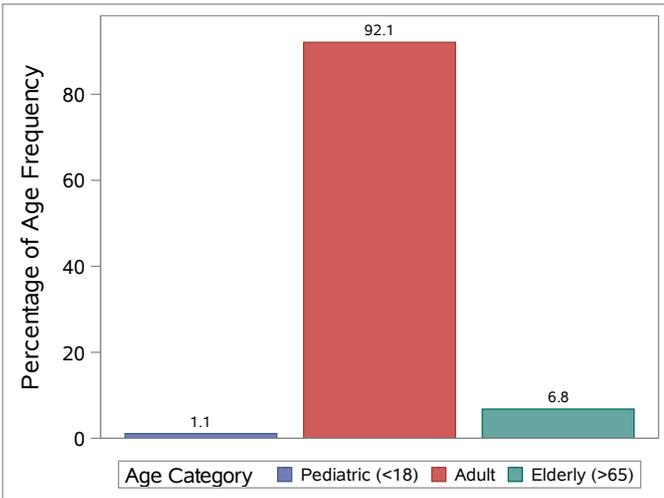


Race

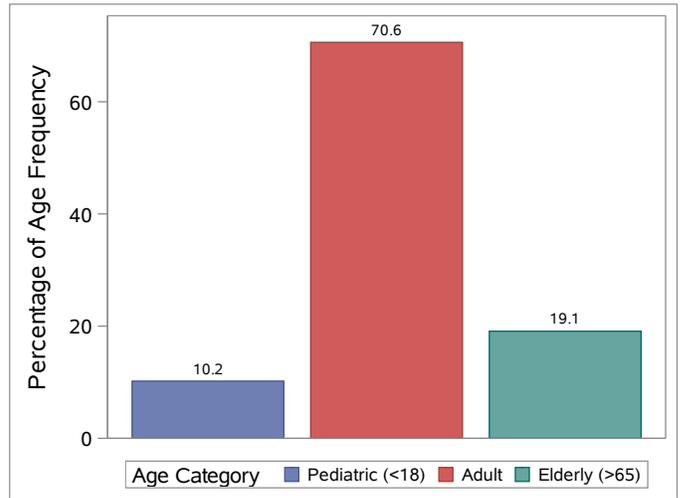


February 2019 - January 2020: MVC by Collision Type and Age Category

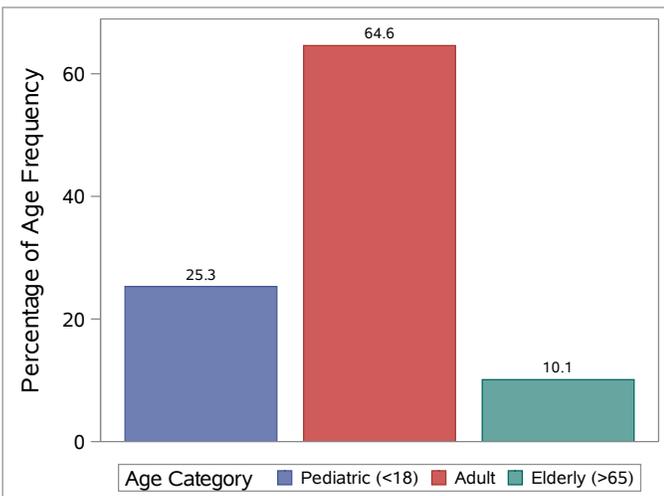
Motorcycle



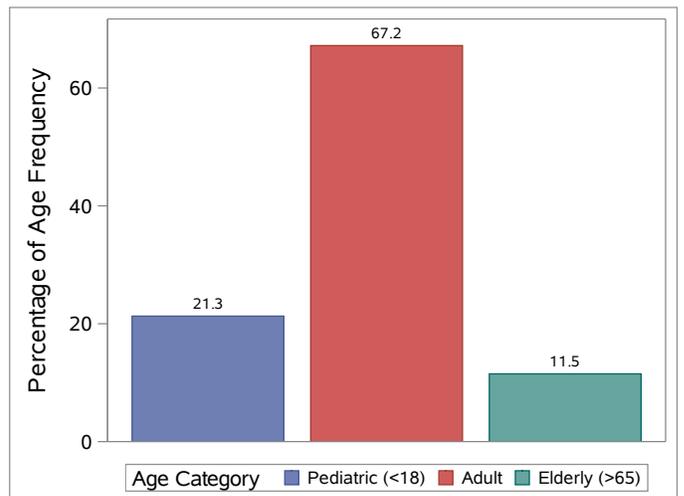
Automobile



Bicyclist



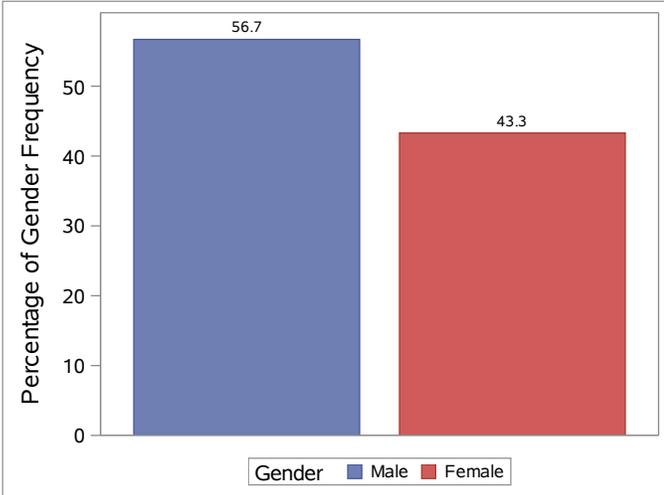
Pedestrian



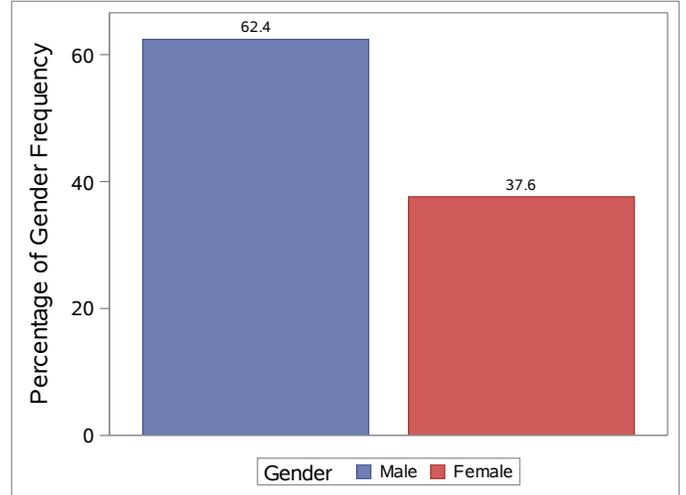
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Motor Vehicle Collision by Gender

2019

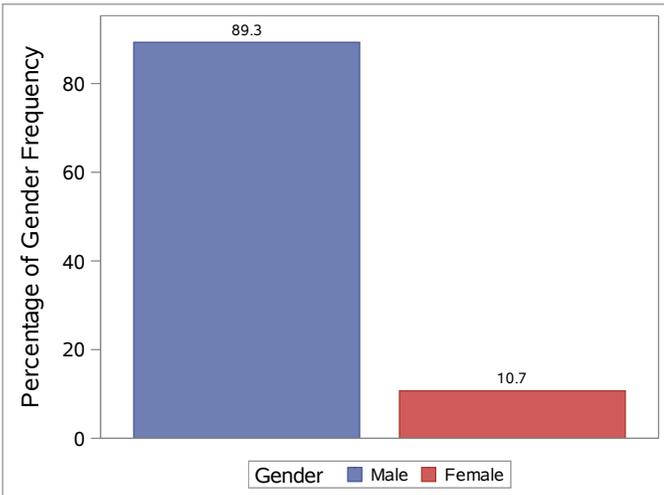


Race

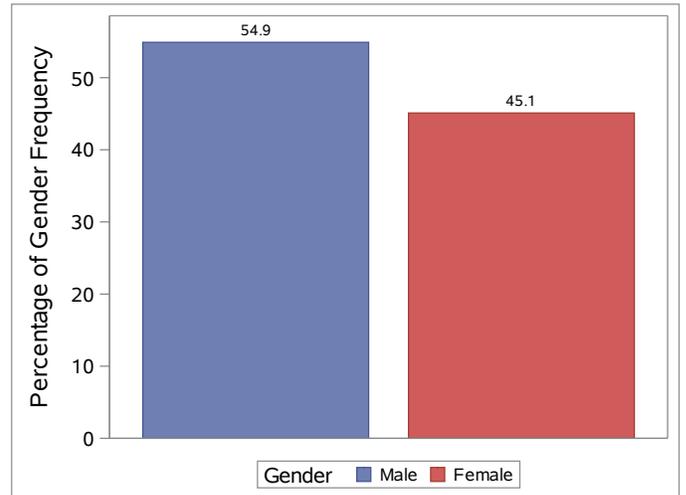


February 2019 - January 2020: MVC by Collision Type and Gender

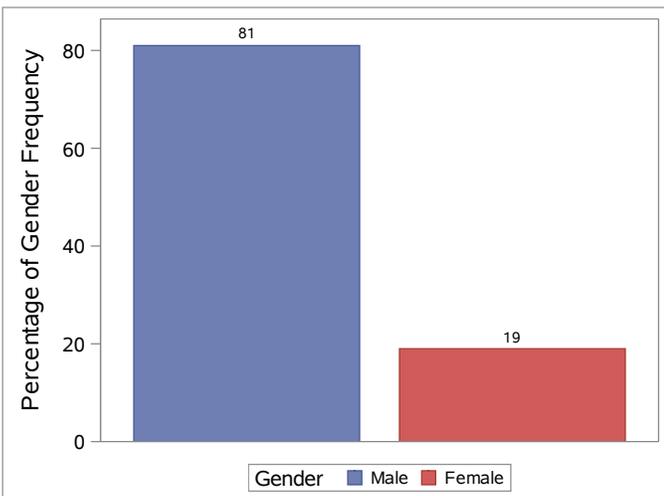
Motorcycle



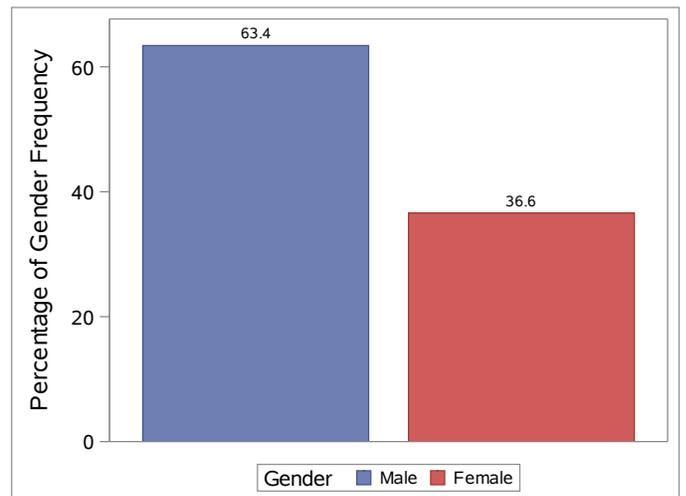
Automobile



Bicyclist



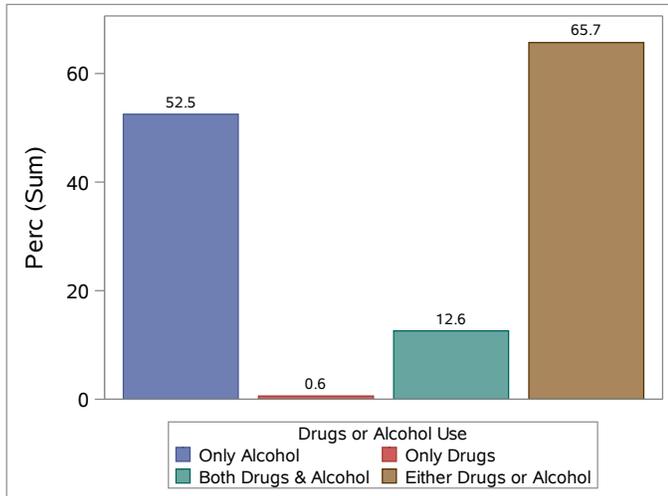
Pedestrian



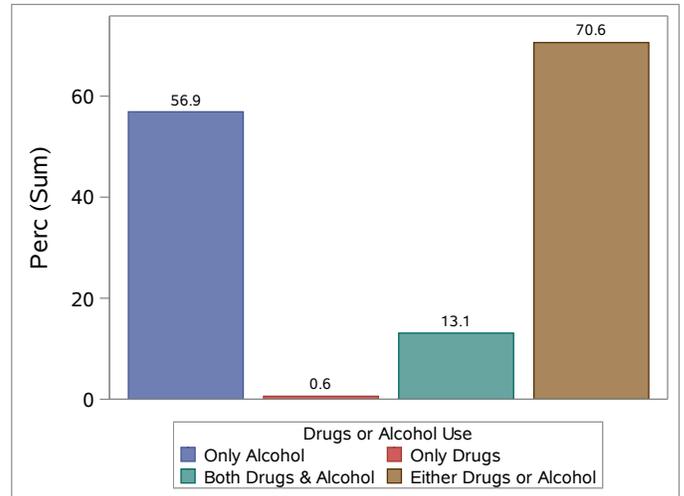
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collision by Drug & Alcohol Use

2019

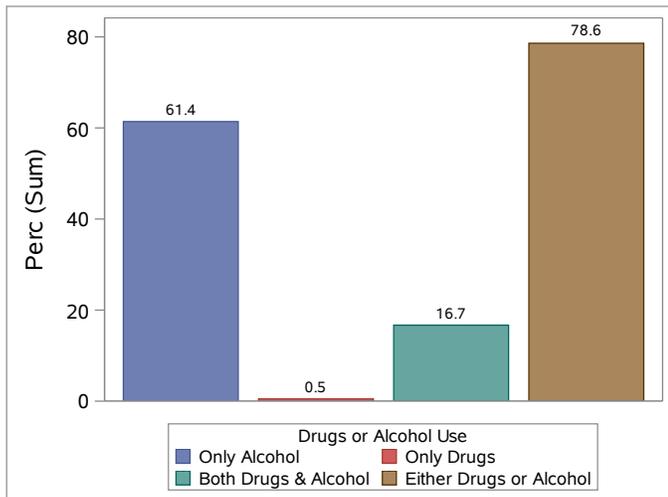


February 2019 - January 2020

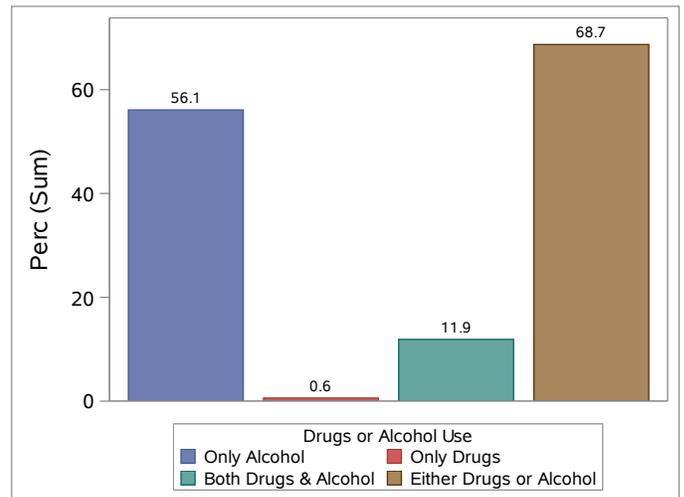


February 2019 - January 2020: MVC by Collision Type and Drug & Alcohol Use

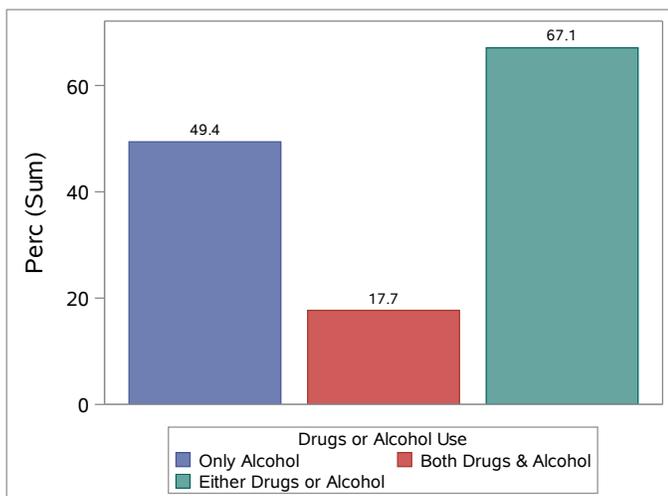
Motorcycle



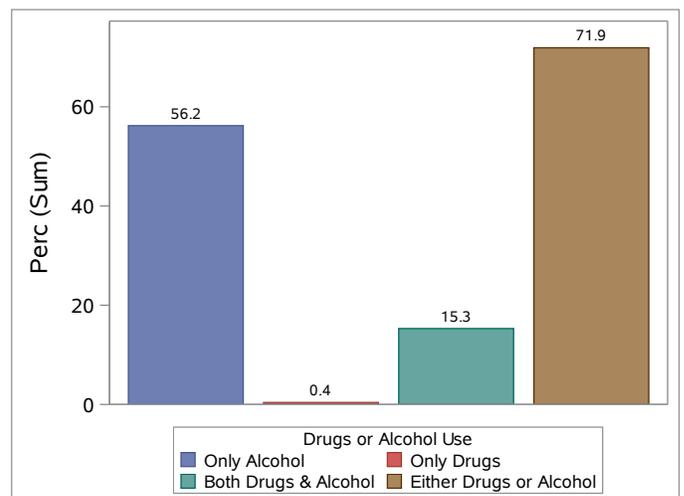
Automobile



Bicyclist



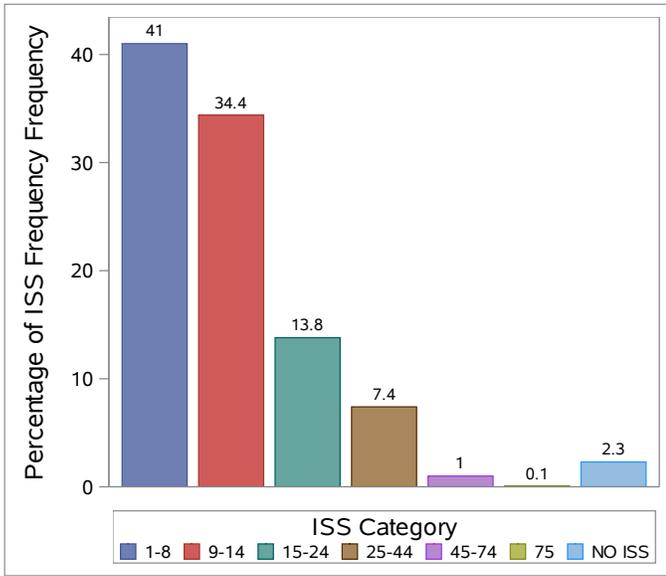
Pedestrian



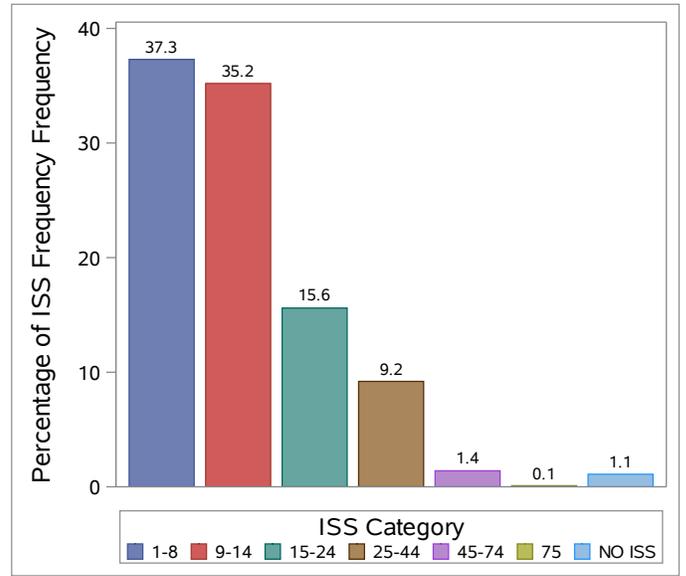
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collision by Injury Severity Score

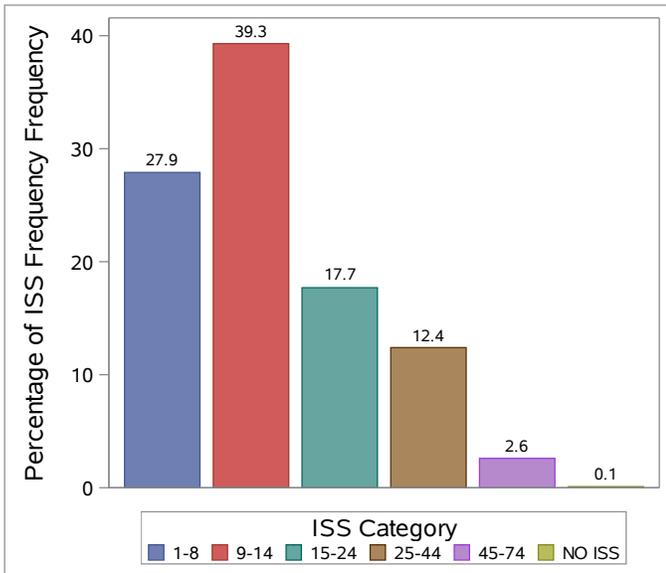
2019



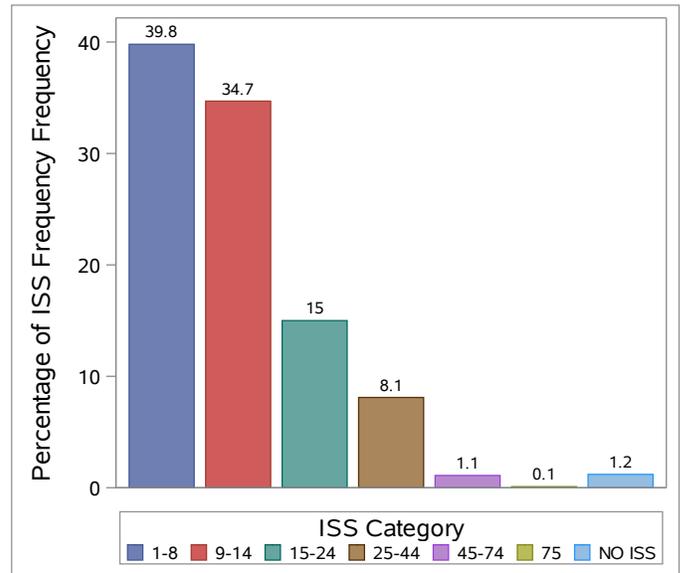
February 2019 - January 2020



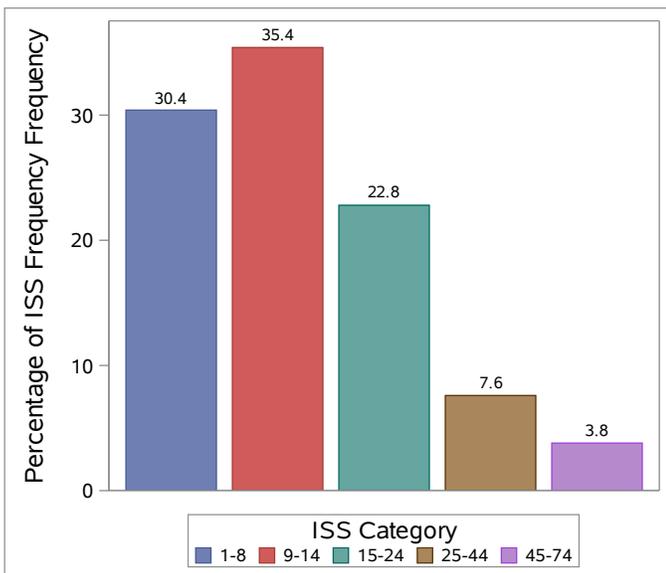
Motorcycle: Jan 2019 - Dec 2019



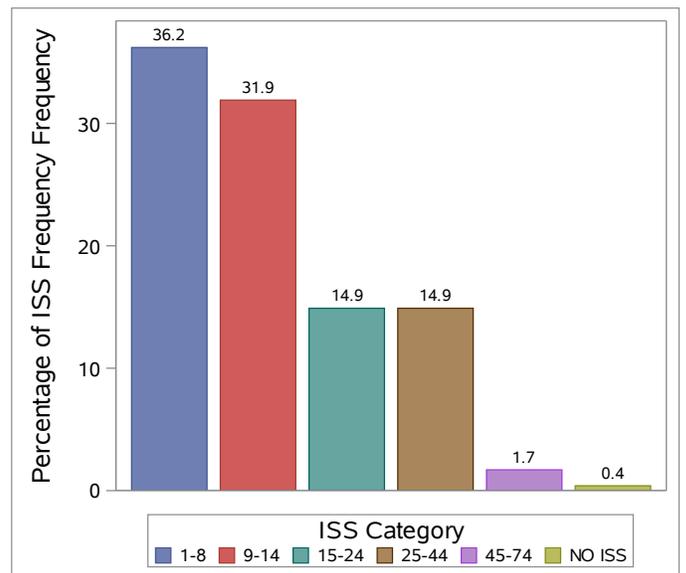
Automobile: Jan 2019 - Dec 2019



Bicyclist: Jan 2019 - Dec 2019



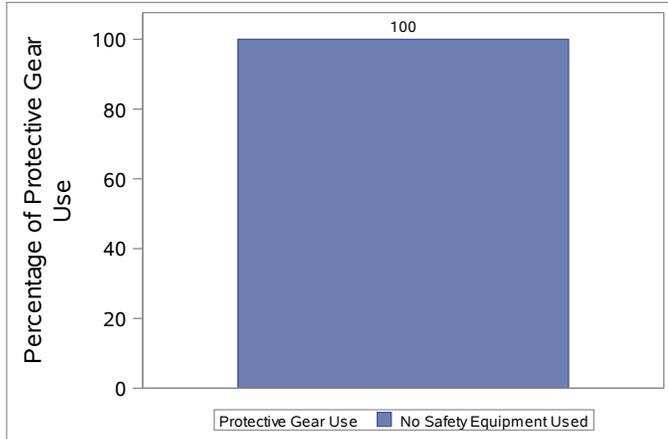
Pedestrian: Jan 2019 - Dec 2019



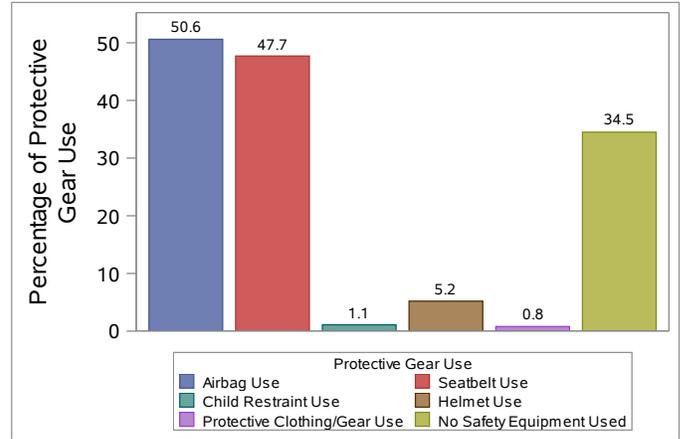
January 2020 Indiana Trauma Registry Report

Motor Vehicle Collision by Protective Devices

2019

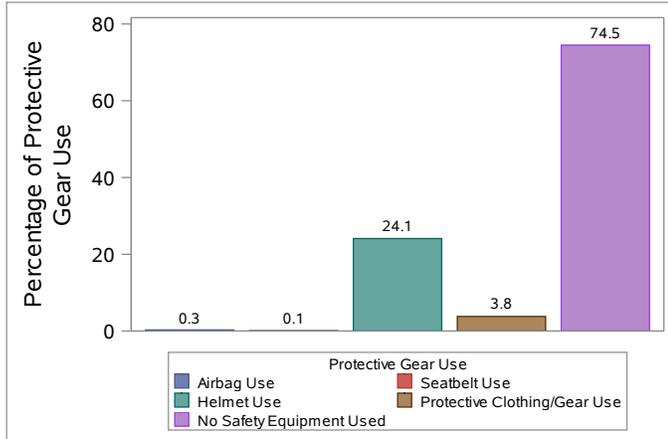


February 2019 - January 2020

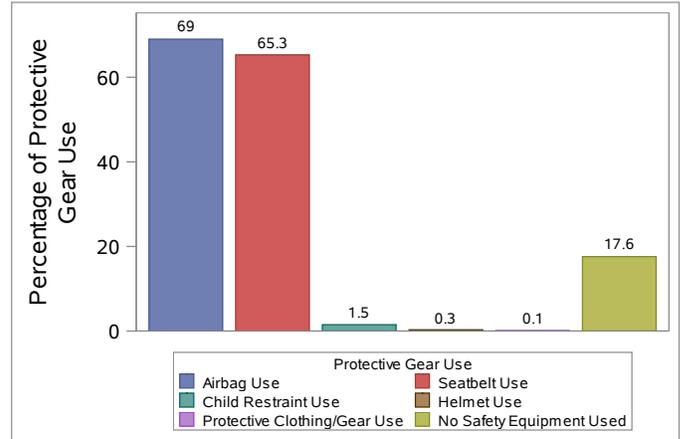


February 2019 - January 2020: MVC by Collision Type and Protective Gear Use

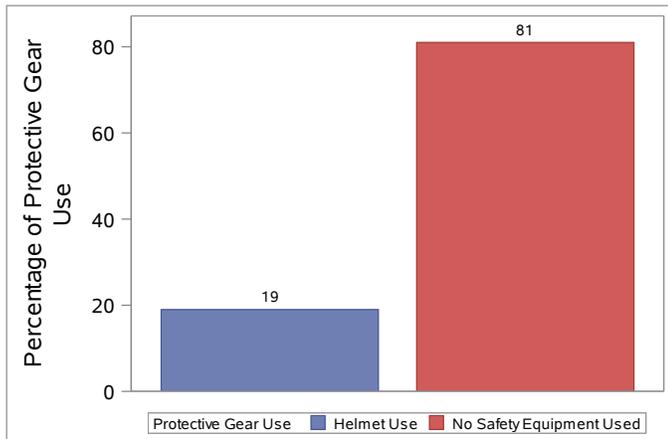
Motorcycle



Automobile



Bicyclist



Pedestrian

