

On October 4th, Katie Hokanson (Director), Camry Hess (Trauma Registry Data Analyst) and Ramzi Nimry (Trauma System PI Manager) attended the Performance Improvement (PI) Subcommittee meeting.

On October 7th, Ramzi Nimry (Trauma System PI Manager) attended the Indiana Latino Expo.

On October 8th, Katie Hokanson (Director), attended the Indiana Latino Expo.

On October 12th, Ramzi Nimry (Trauma System PI Manager) and Camry Hess (Trauma Registry Data Analyst) attended the Traffic Records Coordinating Committee (TRCC).

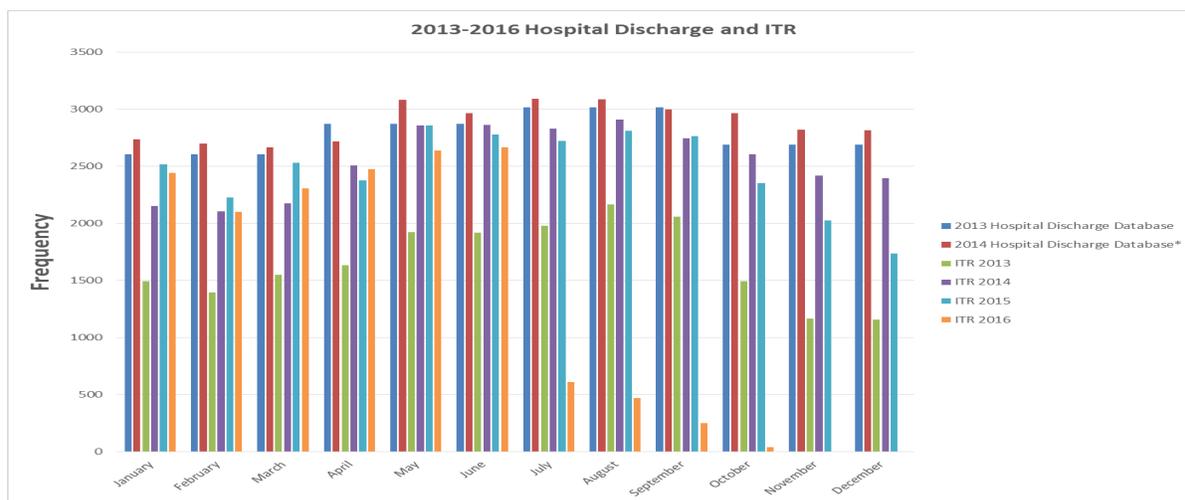
On October 21st, Katie Hokanson (Director), Camry Hess (Trauma Registry Data Analyst) and Ramzi Nimry (Trauma System PI Manager) attended the Indiana State Trauma Care Committee (ISTCC) and Indiana Trauma Network (ITN) meetings.

On October 26-28th Ramzi Nimry (Trauma System PI Manager) attended the 2016 Kentucky Statewide Trauma and Emergency Medicine Symposium in Lexington, KY.

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

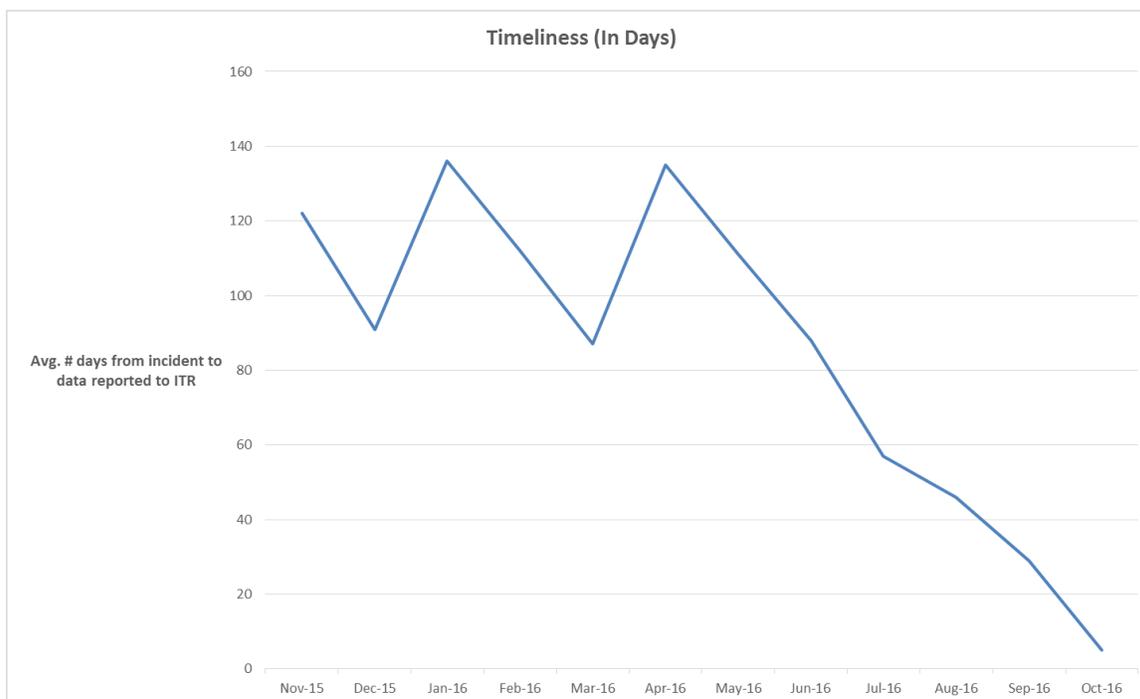
The Hospital Discharge database, also maintained by the ISDH, contains all records of patients cared for in Indiana hospitals. We compared patient records from the ITR with the Hospital Discharge database to know how complete is the ITR's data.



Timeliness

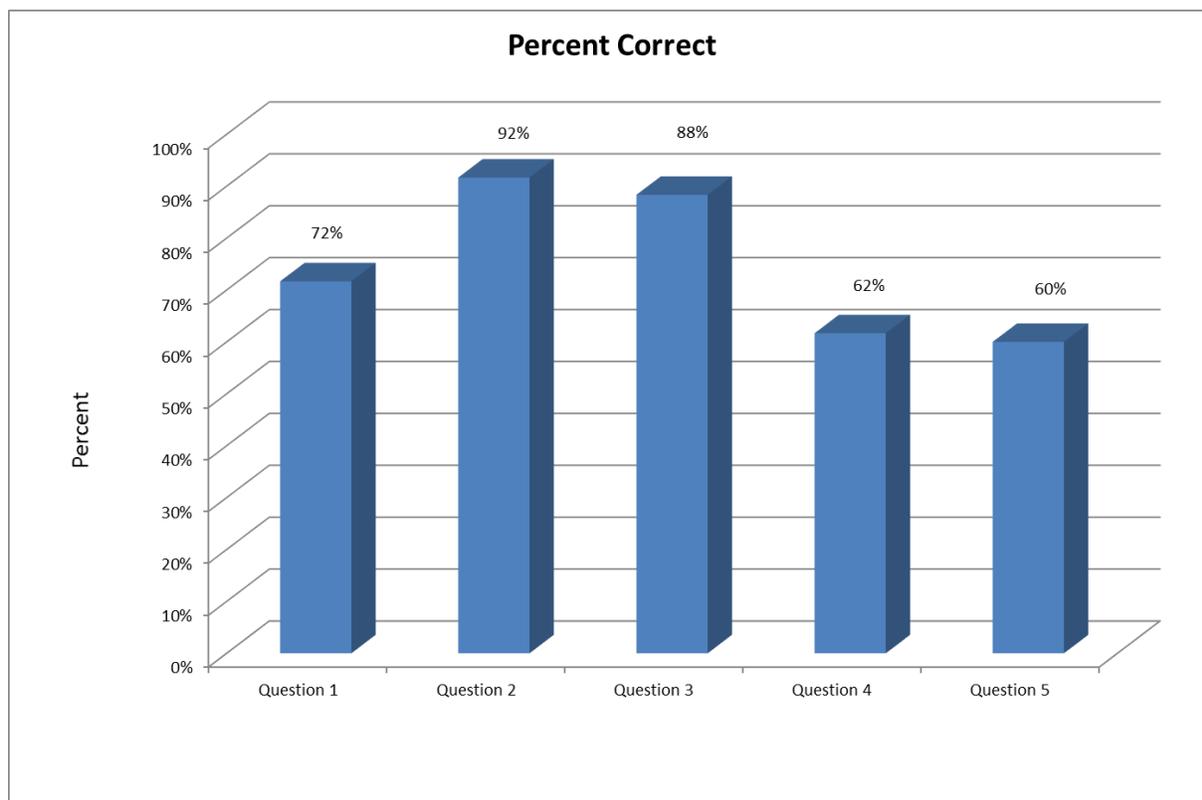
Timeliness increases as facilities wait until the data submission deadline to submit data to the ITR. Hospitals are asked to report data on the national trauma (TQIP) reporting schedule.

The decrease in timeliness from July 2016 until October 2016 is due to only timely reports being provided to the ITR during this time frame, typically from non-trauma hospitals and early reporting trauma centers.



Uniformity

In October we sent out the thirtieth monthly quiz for the inter-rater reliability study. Forty-four registrars completed the quiz from 32 hospitals. The percent of correct answers was 71% for the entire quiz and the average free-marginal Kappa (measure of consistency) 0.38. We plan to collect data for four months and track trends in percent of correct answers by individuals and as a group over time as well as their consistency. Other activities to improve the uniformity of data includes trauma registrar training throughout the state and at the Indiana State Department of Health.



Integration

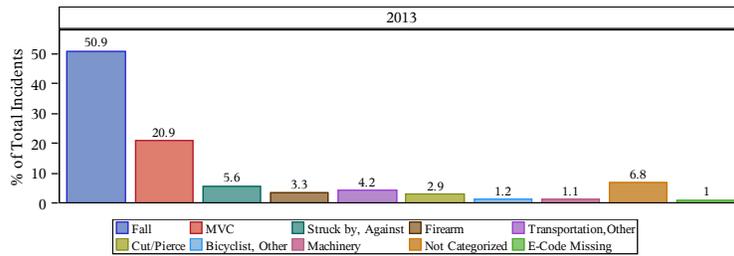
The number of linked EMS to trauma cases was 2,686 for Q1 2016 data. Trauma data is due on a quarterly basis.

Accessibility

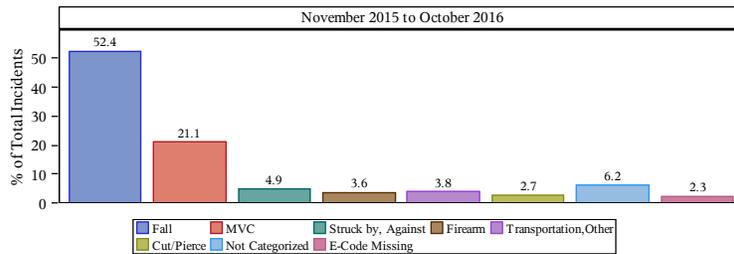
The average time to complete data requests was 04.5 days for aggregate requests (2 total) and 7.5 day for identifiable requests (2 total). There were no self-report requests during October.

Cause of Injury (COI)

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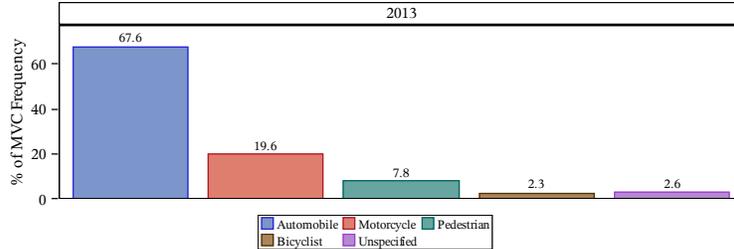


<1% of COI: Pedestrian (Other), Natural/Environmental, Overexertion, Fire/Burn, and Bites/Stings
Cause of Injury (COI)

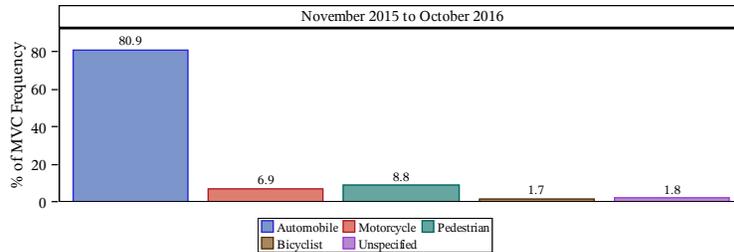


<1% of COI: Pedestrian (Other), Natural/Environmental, Overexertion, Fire/Burn, and Bites/Stings

COI-Motor Vehicle Collision (MVC)

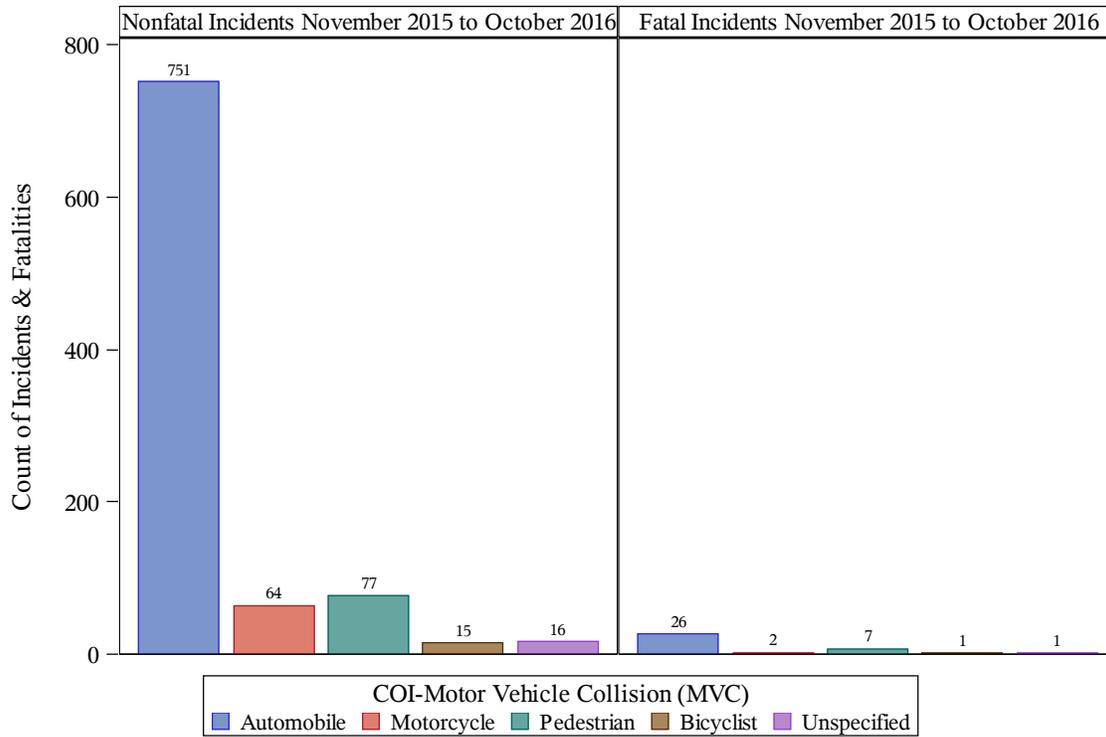
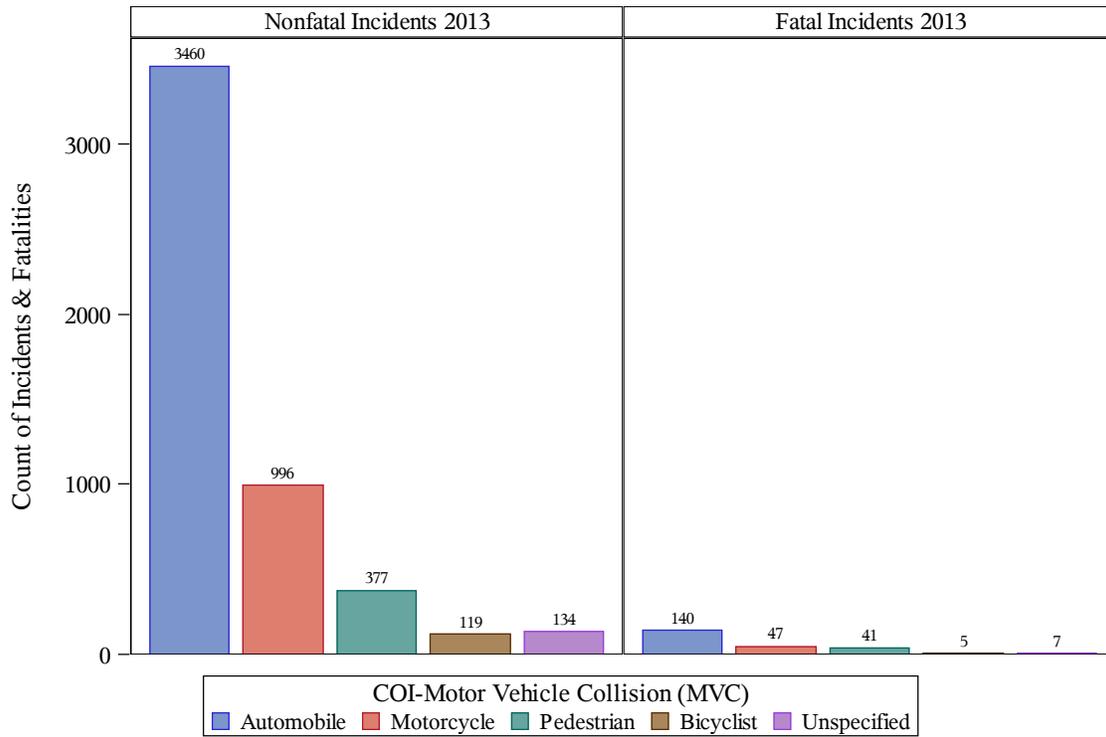


COI-Motor Vehicle Collision (MVC)

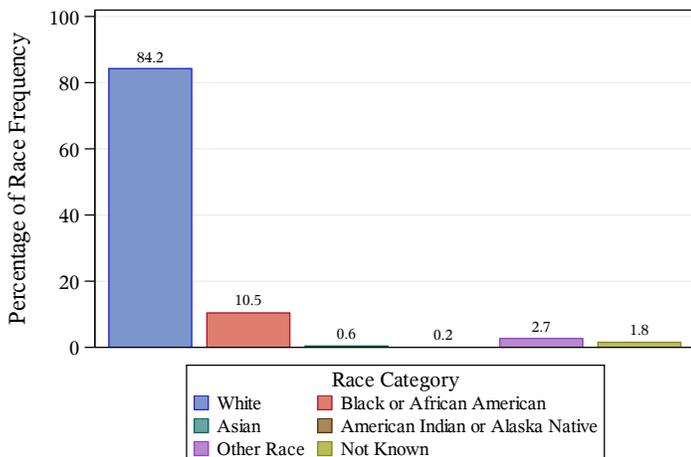


Motor Vehicle Collision

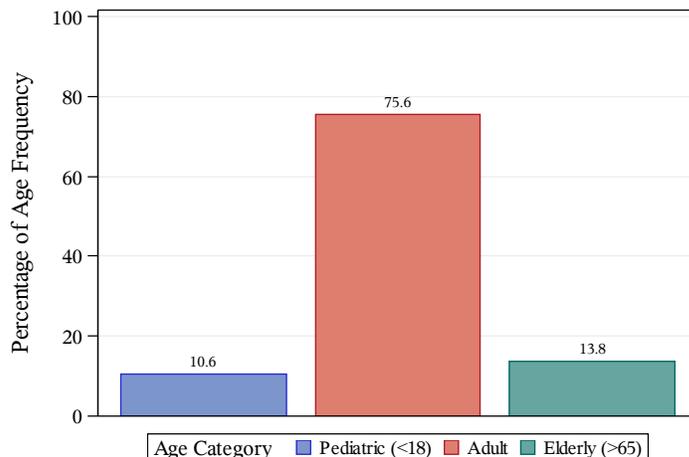
COI-MVC Nonfatal Incidents and Fatal Incidents



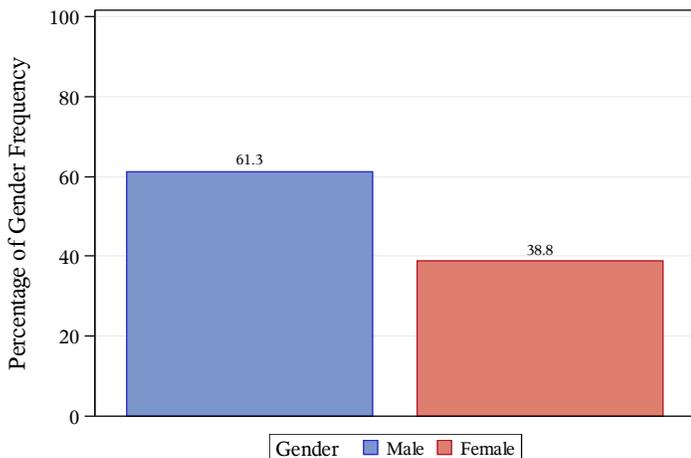
Race



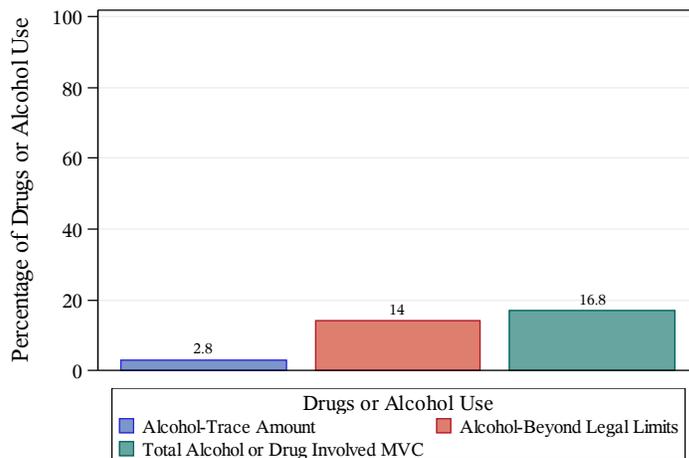
Age



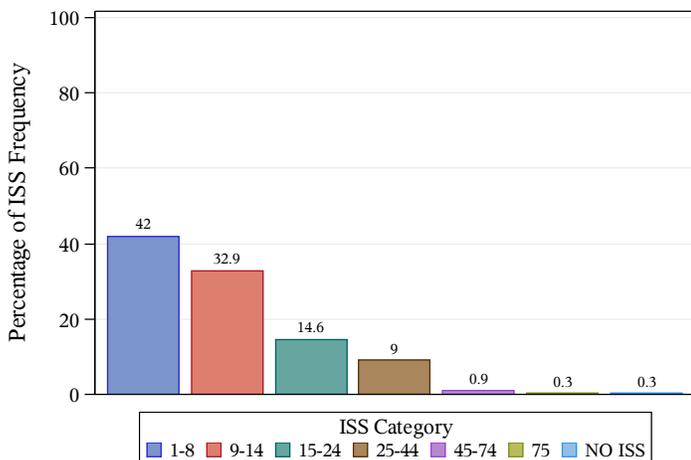
Gender



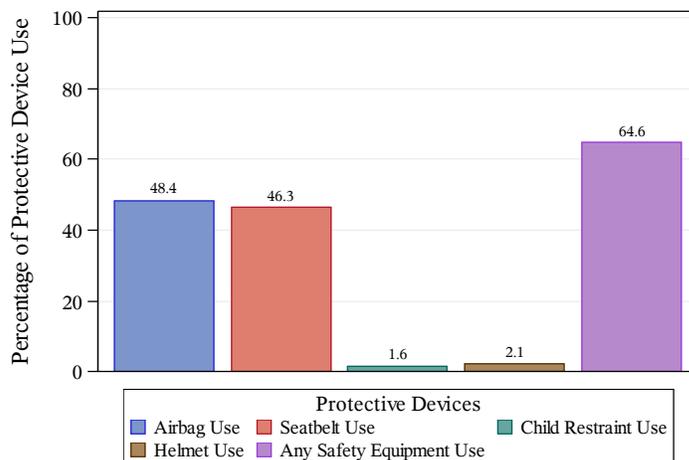
Drug & Alcohol Use



Injury Severity Score



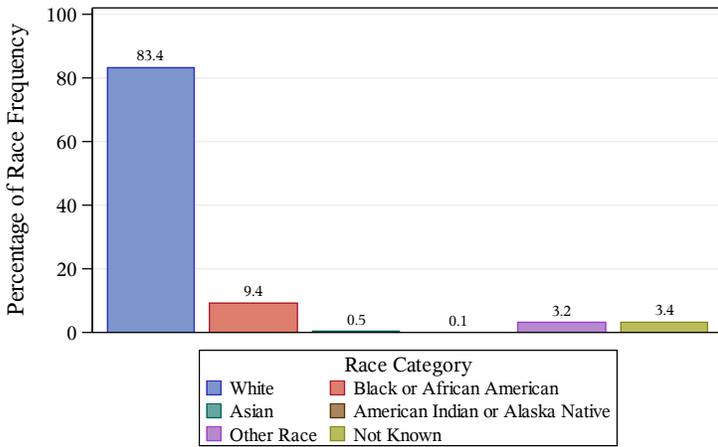
Protective Devices



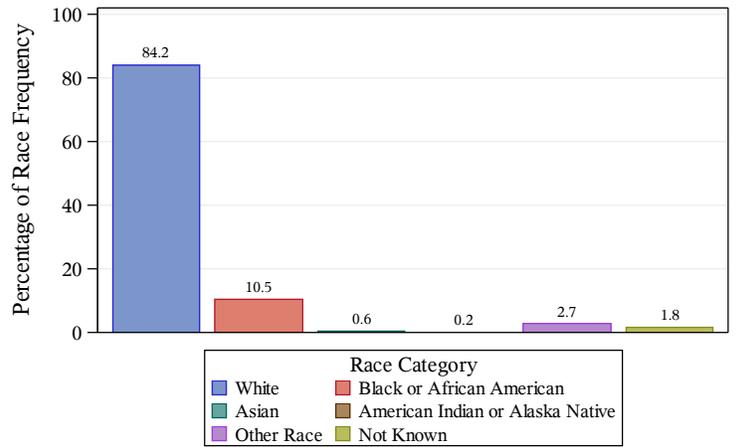
Injury Severity Score (ISS) is a measure of how bad the injury is. Scores over 15 are considered major trauma. A score of 75 is considered not survivable.

Race- Motor Vehicle Collision

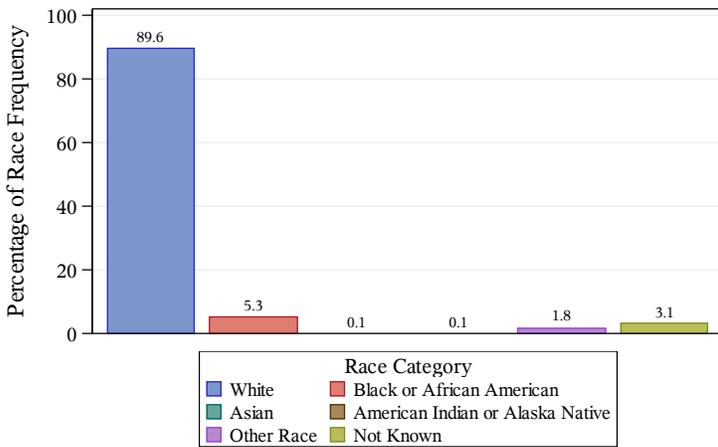
2013



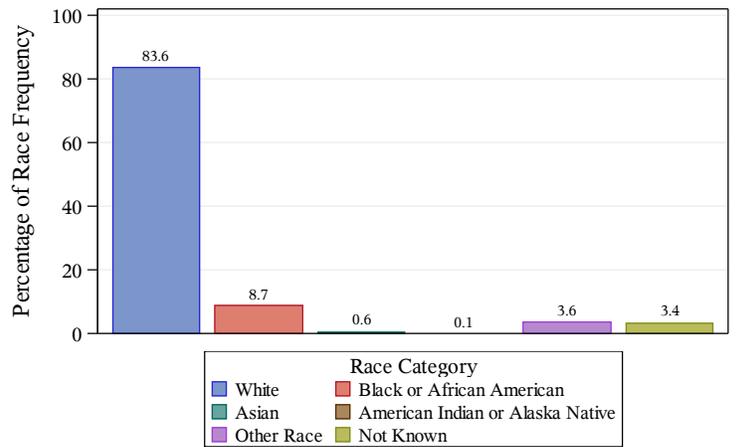
November 2015 to October 2016



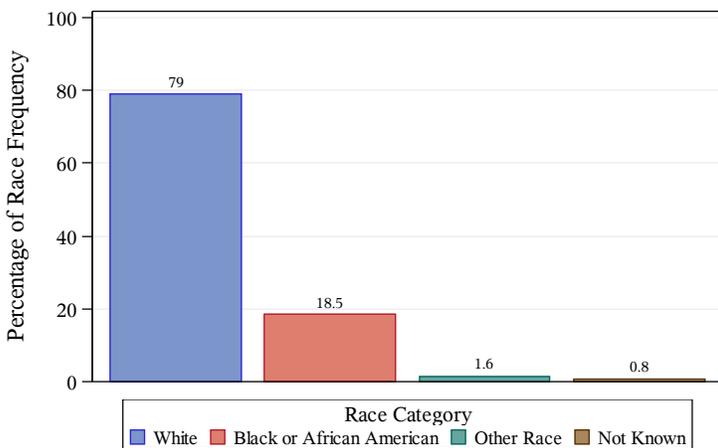
Motorcycle
November 2015 to October 2016



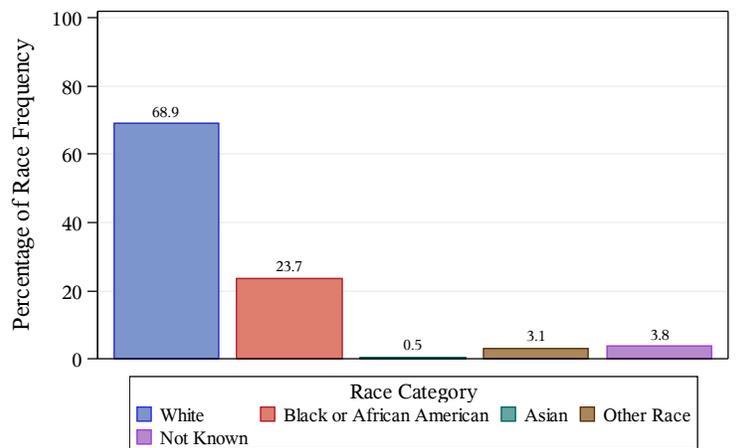
Automobile
November 2015 to October 2016



Bicyclist
November 2015 to October 2016

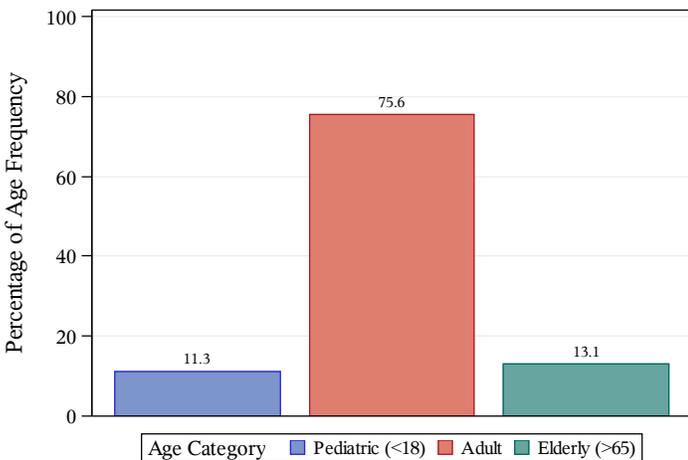


Pedestrian
November 2015 to October 2016

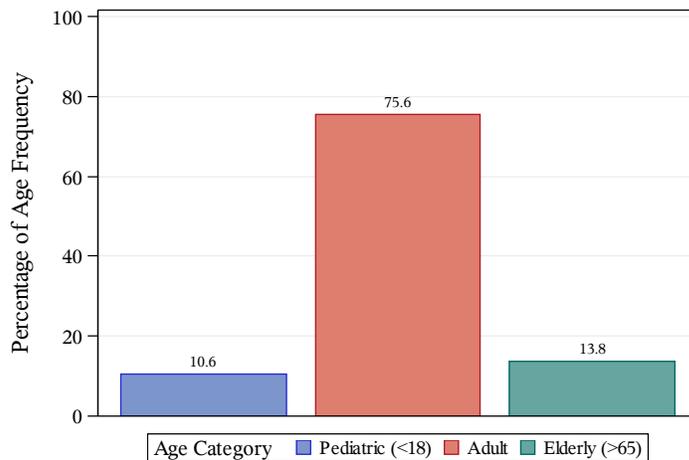


Age- Motor Vehicle Collision

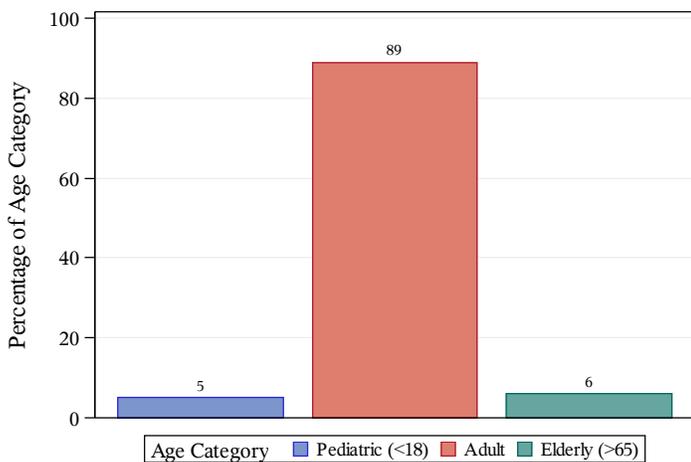
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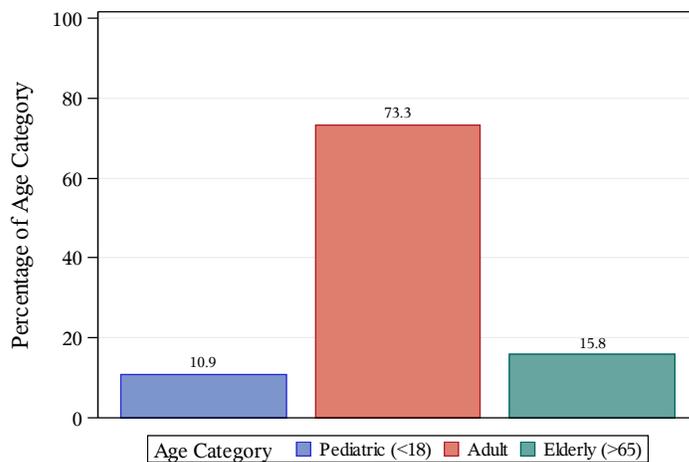
November 2015 to October 2016



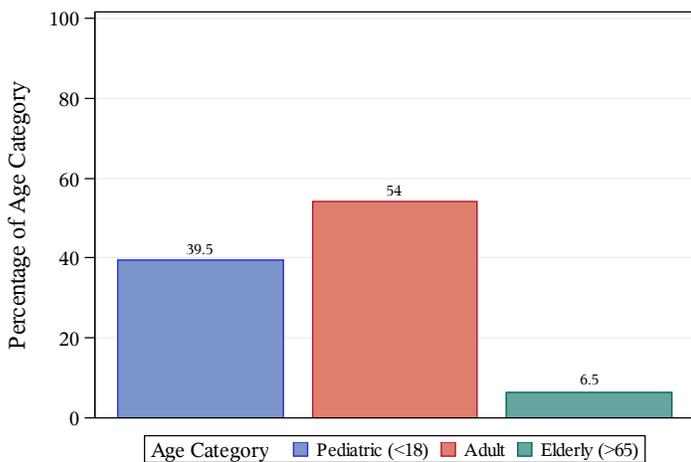
Motorcycle
November 2015 to October 2016



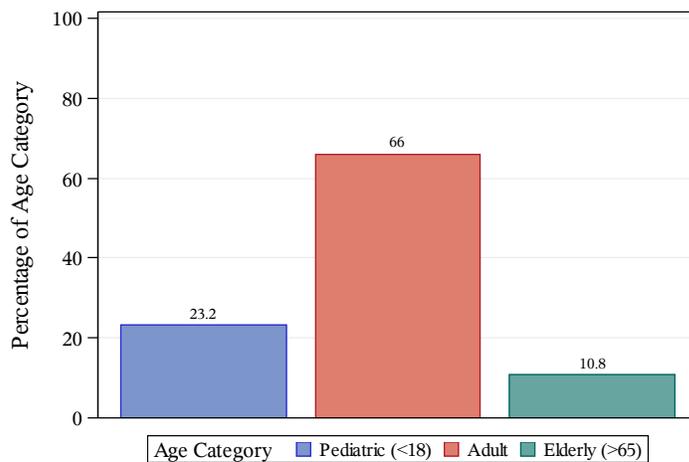
Automobile
November 2015 to October 2016



Bicyclist
November 2015 to October 2016

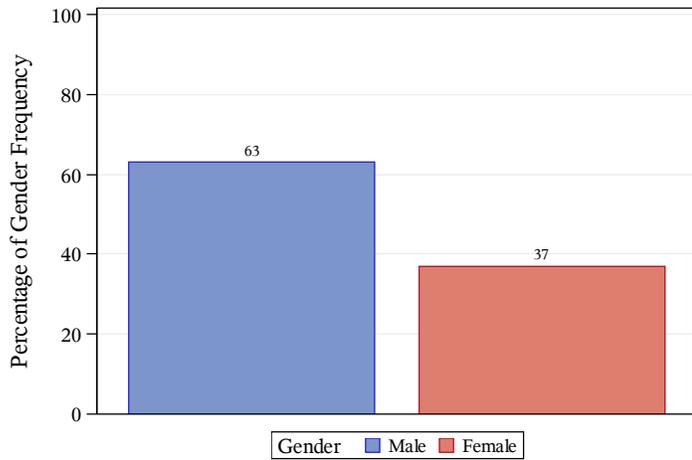


Pedestrian
November 2015 to October 2016

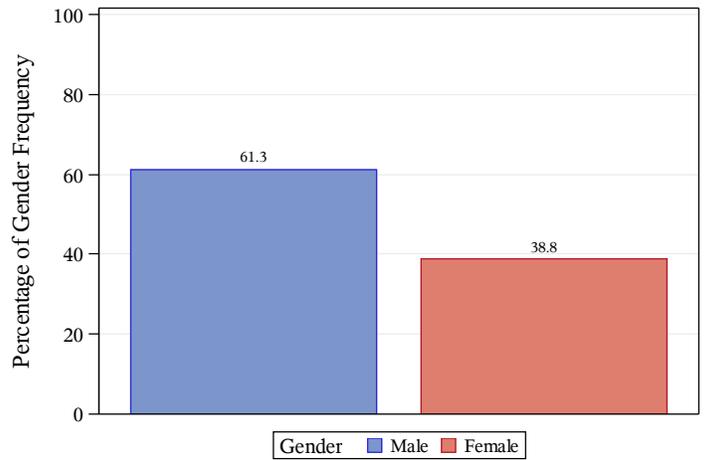


Gender- Motor Vehicle Collision

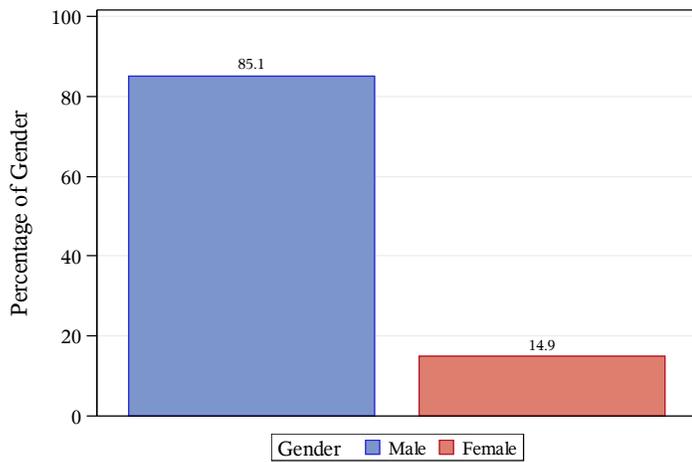
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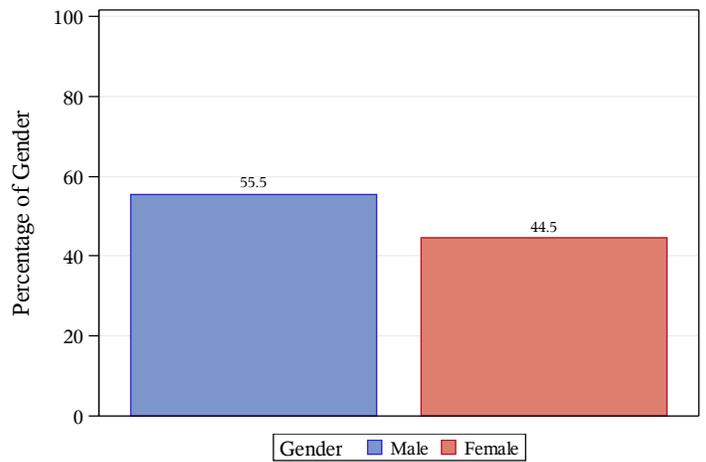
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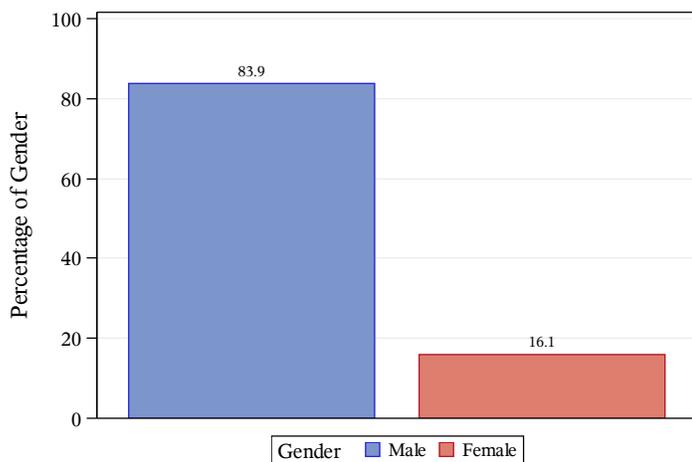
Motorcycle
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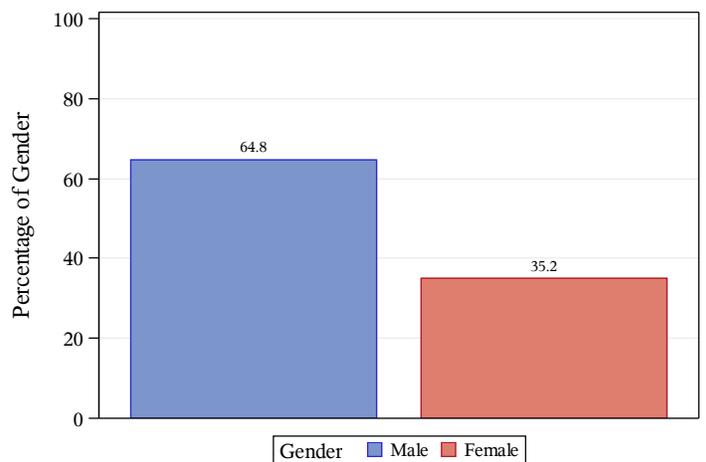
Automobile
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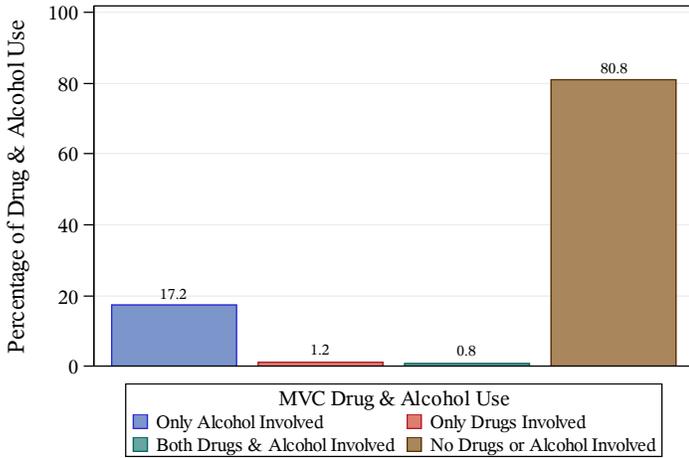
Bicyclist
November 2015 to October 2016



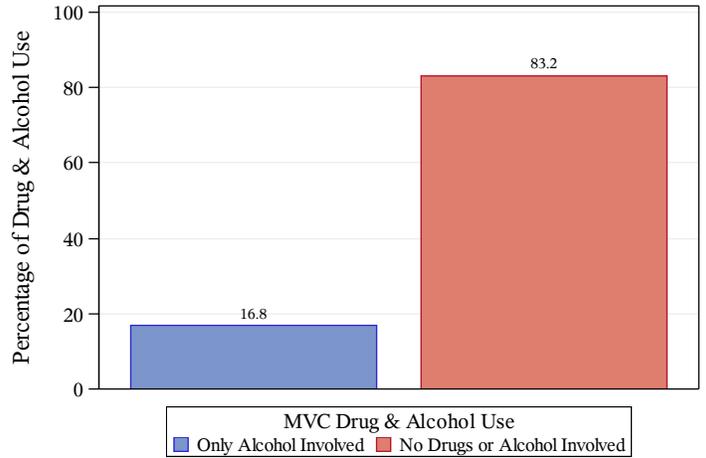
Pedestrian
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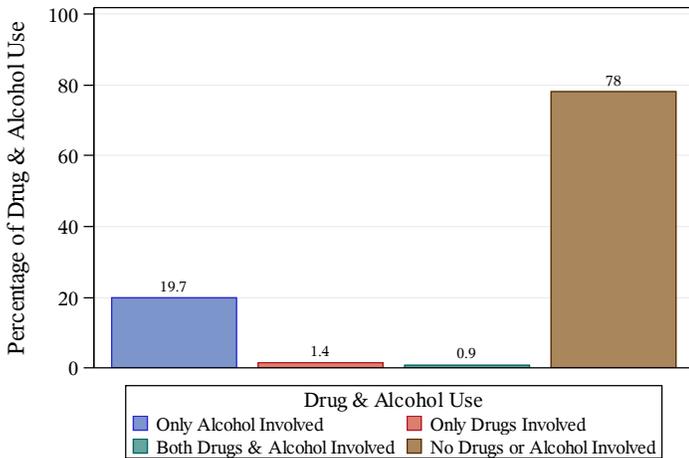
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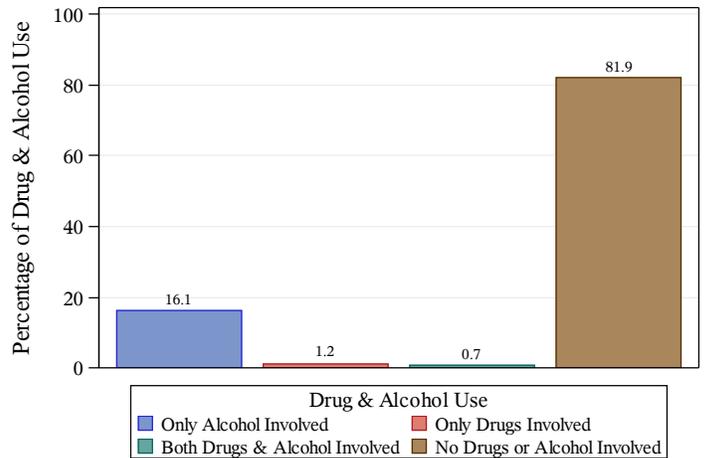
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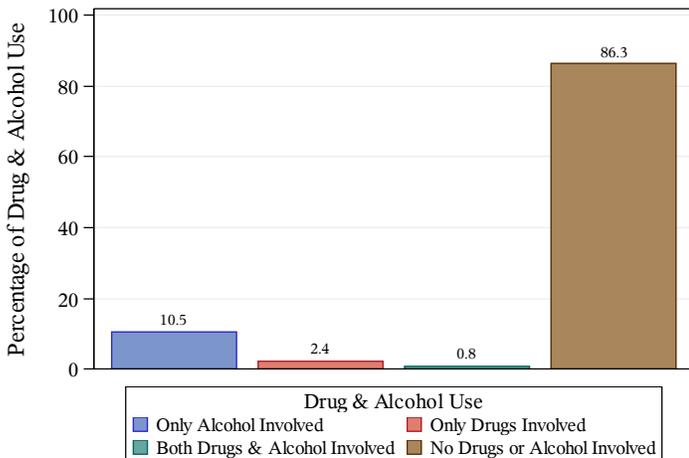
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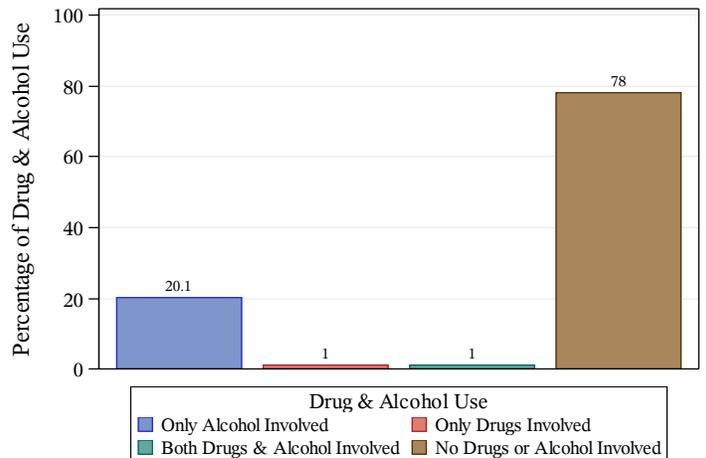
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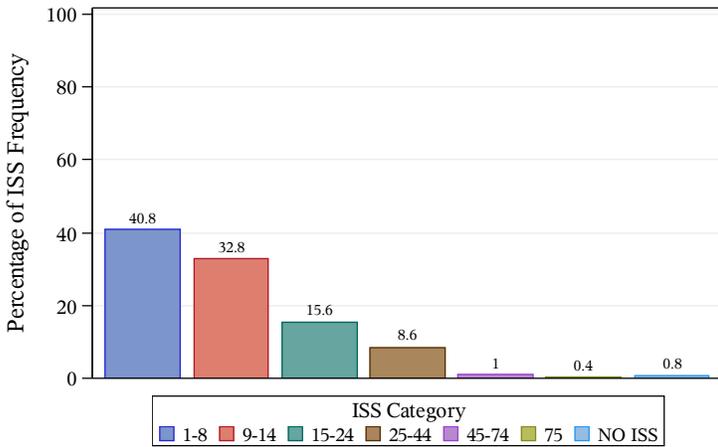
Bicyclist
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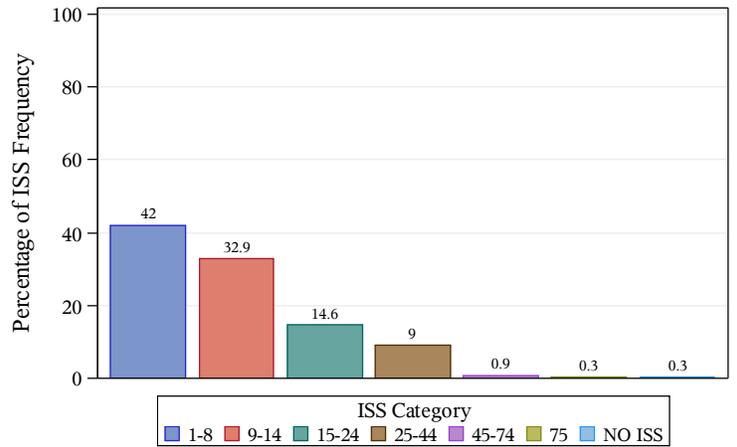
Pedestrian
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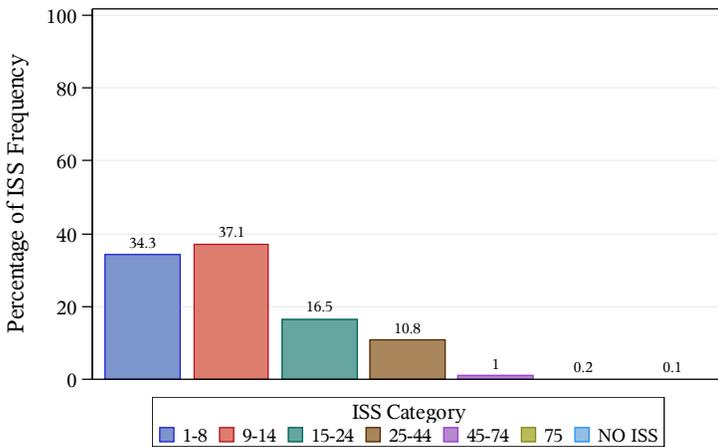
2013



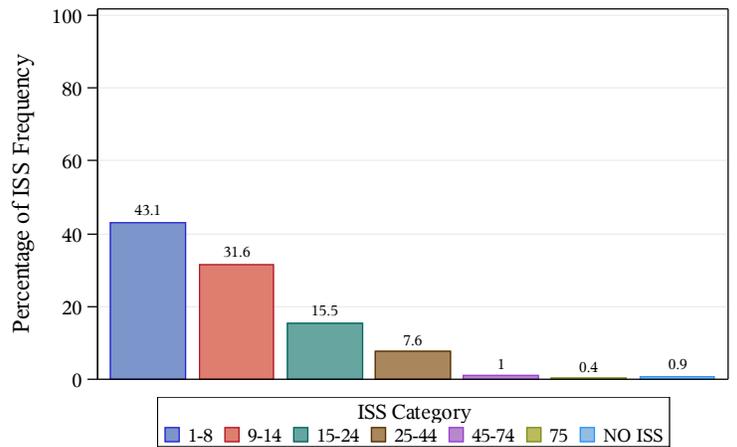
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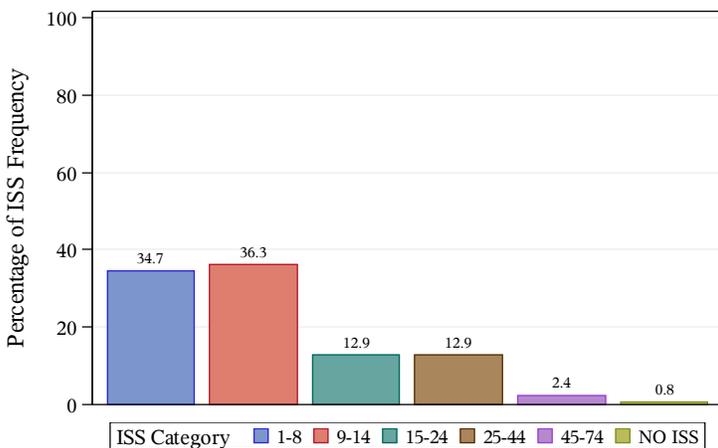
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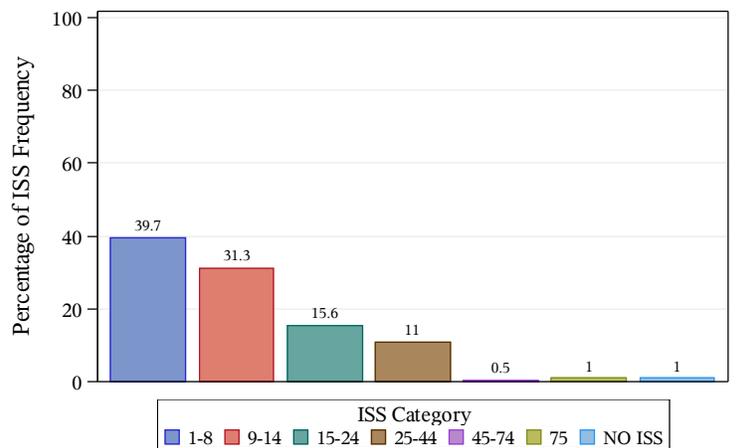
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 November 2015 to October 2016

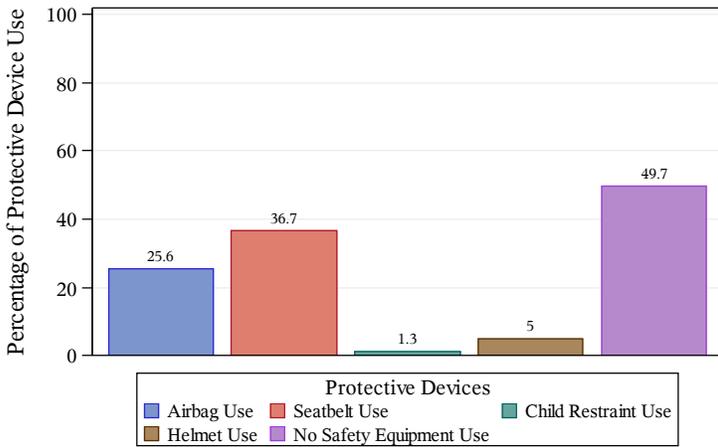


Pedestrian
 November 2015 to October 2016

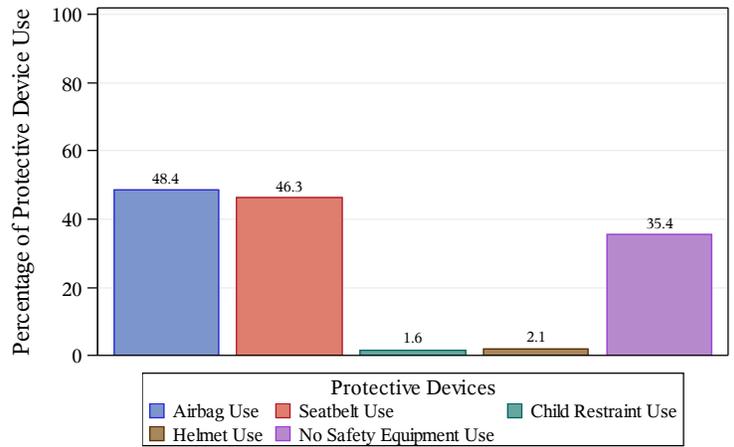


Protective Devices- Motor Vehicle Collision

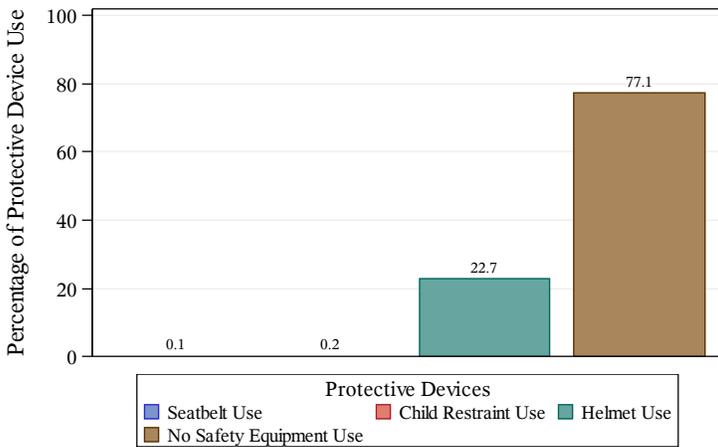
2013



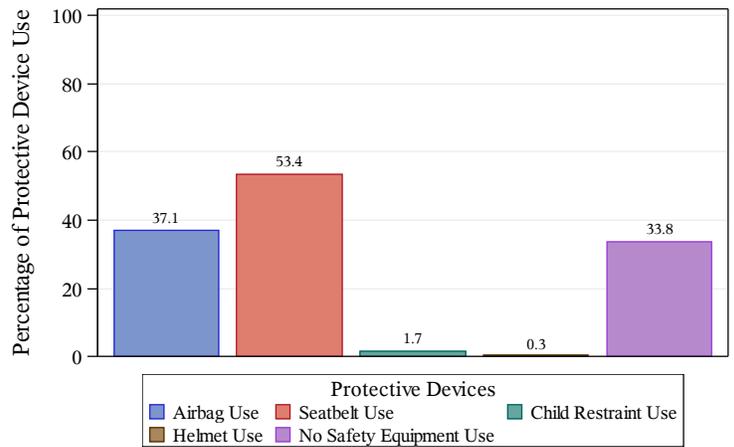
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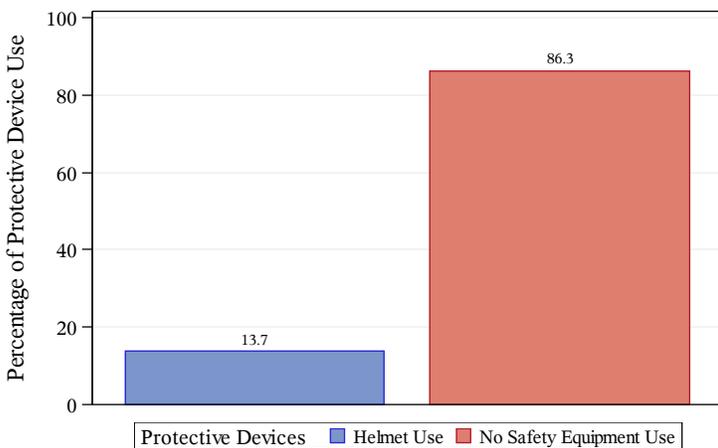
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November 2015 to October 2016



Pedestrian
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