

D16.1 - Manual on Classification of Motor Vehicle Traffic Crashes

Secretariat: National Safety Council (NSC)

The D16.1 is a standard for classifying motor vehicle traffic crashes. The primary purpose of the D16.1 Manual is to promote uniformity and comparability of motor vehicle traffic crash data being developed and used in states and local jurisdictions. The D16.1 provides a common language for reporters, classifiers, analysts, and users of traffic crash data. The following questions from the D16.1 address the distinguishing characteristics of motor vehicle traffic crashes. If the answer to each of these questions is “yes”, the incident is a motor vehicle crash.

1. Did the incident include one or more occurrences of injury or damage?
2. Was there at least one occurrence of injury or damage, which was not a direct result of a cataclysm?
3. Did the incident involve one or more motor vehicles?
4. Of the motor vehicles involved, was at least one in transport?
5. Was the incident an unstabilized situation?
6. Did the unstabilized situation originate on a trafficway or did injury or damage occur on a trafficway?
7. If the incident involved a railway train in transport, did a motor vehicle in transport become involved prior to any injury or damage involving the train?
8. Is it true that neither an aircraft in transport nor a watercraft in transport was involved in the incident?

MMUCC - Model Minimum Uniform Crash Criteria

Sponsors: NHTSA, FHWA, FMCSA, GHSA

**MMUCC represents a public/private collaborative effort
of the highway and traffic safety communities**

MMUCC is a guideline representing a “minimum set” of data elements for describing a motor vehicle crash. MMUCC recommends 77 data elements that need to be collected by law enforcement at the crash scene and an additional 33 data elements that can be derived from those that are collected at the scene or obtained by linking to other data files, e.g., driver history, injury, and roadway inventory data. MMUCC was originally developed in response to requests by states interested in improving and standardizing their state crash data, leading to more complete reporting with uniform data element attributes.

D20.1 - Data Element Dictionary for Traffic Records Systems

Secretariat: American Association of Motor Vehicle Administrators (AAMVA)

The D20.1 is a standard for promoting uniformity in the transmission of records between jurisdictions, related to highway safety, driver licensing and vehicle registration.

- Motor vehicle registration and titling
- Driver licensing
- Highway inventory and traffic
- Traffic crashes and emergency medical services
- Motor vehicle inspection
- Commercial drivers licensing
- Traffic law enforcement
- Motor vehicle insurance



Connecticut's MMUCC PR-1 Initiative
A "Best Practices" Presentation
*How A DOT/ University Partnership
Changed The Crash Reporting
Landscape in CT Forever*



Timeline -Evolution Of CT CDIP Effort



Early Activity -TRCC

- CDIP Assessment (Oct)
- DOT mainframe;
- Coding to old PR-1
- State Police electronic feed
- UCONN crash data repository
- TRCC PR-1 Working Group
- Local e-crash pilot (CRCOG)

Initial Business Plan Elements (Oct,2012-April, 2013)

- **Roadway Network**
- Backlog
- MMUCC Compliance
- **Single State Solution (CJIS and CRCOG)**
- Crash Data Repository

January 1 Implementation

- Enforce Base Edit Rules
- Move Agencies from Test To Production Data Base
- Assist Late Adopters

2011 and Prior

2012

2013

2014

2015

DOT Commitment

- TR Assessment (April)
- LSU Peer Exchange (Mar)
- **CDIP Business Plan (May)**
- **DOT/UCONN Partnership (Sept)**
- Recruit Data Champion (Oct)-CDIP Team
- DOT Software Developer (Oct)

Business Plan Adjustments (May,2013)

- **Retained:** MMUCC Compliance, Backlog
Crash Data Repository
- **Changed To: Multi Vendor E-Crash Strategy and Fillable PDF as Default/ESD**
- **Added:**
 - FTP Site Development and IT Tools
 - MMUCC Training and Field Coordinators
 - Data Quality Protocols for DOT Coders





Connecticut Facts

Third smallest State by area, only 5,000 square miles

Fourth most densely populated State in the nation; population 3.5 million

Lots of vehicle miles traveled; 84.5 million on a daily basis

Interstate congestion off the charts Lots of folks traveling in very small spaces

The Nutmeg State Also Known as “The Land of Steady Habits”

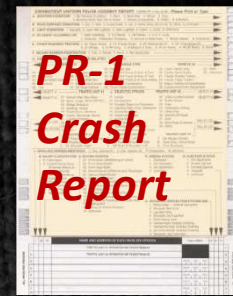
Can Also Be *Cutting Edge* :

Trivia: CT set first speed limit at 12 mph in 1901

Home of UCONN
Huskies



Background: State Crash Report Statute



– Uniform Accident Report.

- Requires investigations of any crash *in excess of \$1000 property damage or in which any person is injured or killed*; report shall be submitted to the CT DOT within five days of completing the investigation
- CT DOT Commissioner has authority to define content and format of paper crash report (known as the PR-1)

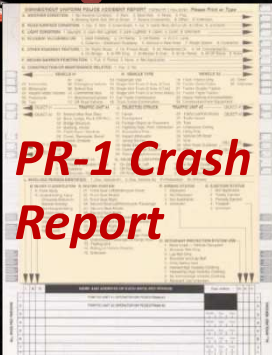
NOTE:

No enabling authority to mandate electronic reporting or to set data quality standards for electronic transmission

Major challenge to achieving MMUCC compliance through the use of technology



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PR-1 Crash Report

A Little Bit Of History The CT MMUCC PR-1 Story



- **Crash Data Collection and Processing Prior to 2012: A Challenging Picture**
 - Paper crash report (PR-1) with overlays that had not been changed since 1994; about 100,000 crash reports processed every year (**70 percent paper**)
 - Business process that captured **only one third** of crash data
 - Data entry paper backlog of **16 months and growing**
 - Law enforcement culture of **“just filling out reports for insurance companies”**
 - Partners’ needs for **timely and complete** crash data not being met
- **Background Factors That Set The Stage For Change**
 - Data driven performance based planning in **SAFETEA-LU and MAP-21**
 - Active and involved **TRCC** chipping away at change
 - Core DOT functions not being served –**behavioral and engineering programs**
 - Incremental funding TR model -a good start
 - TR Assessment, CDIP Assessment, **CDIP Business Plan, LA Peer Exchange**



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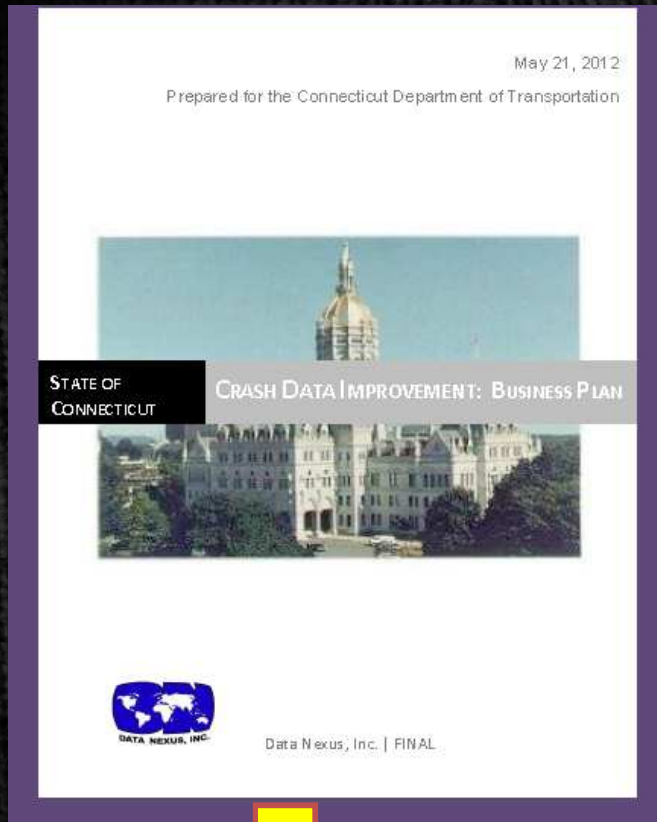
A Word About Project Development

Agile System Development



Weekly Coffee Meeting Action Plan

- Status of program components
- Action Items Required
- Identified Time Frames
- Resources Needed
- Decision Points
- Emerging Issues and Challenges for CDIP Team



Business Plan Model

- Project Descriptions
- Action Item Tables
- PERT Charts

COFFEE MEETING AGENDA SEPTEMBER 16, 2015 Room 2307



- Data Quality Management (DOT)
- Selected Agency Data Submission Challenges
- Field Coordinator Data Quality Outreach and Training Activity
- Status of Vendor DOT Edit Rule Updates/Other Issues
- MMUCC PR-1 refresher training materials 
- Uploading of 2015 Data To Crash Data Repository
- Preparing Presentations for TR Forum
- Performance Measures; Tracking Tools

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Connecticut's MMUCC Best Practice Toolbox

DOT/UCONN Partnership
Transportation Safety Research Center





MMUCC Data Elements

Crash, Vehicle, Person, and Roadway Data Elements

Best Practice Number 1 Commitment To Clear Policy Goals, Timeframes, and Engagement



Activate new MMUCC PR-1 system by January 1, 2015-
No Turning Back



DOT/University Partnership

Ongoing Training and Technical Support From UCONN Transportation Safety Research Center



MMUCC City Limits
Home of High Quality Crash Data

*Complete conversion to electronic reporting- **No More Paper***



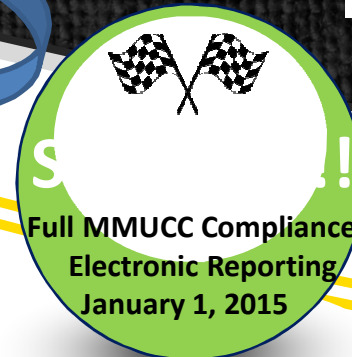
Change relationship dynamic with law enforcement community



Engage vendor community for the first time

New Level of Engagement

No Agency To Be Left Behind Philosophy



Full adoption of MMUCC guidelines in their entirety

Firm Commitment

Technology Capability Surveys

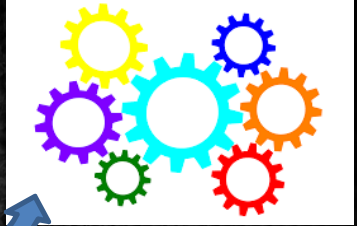


Best Practice Number 2

Crash Data Champion



Lots of Moving Parts To The Project



Project Coordinator

Ring Master

Facilitator

Diplomat

Advocate...

Formulates goals, objectives, strategies, and projects

Supports DOT management and UCONN in tracking project milestones and deliverables;

Jointly reports to UConn and Conn DOT

Serves as daily internal DOT focal point for planning and coordination of all CDIP related projects

Documents issues requiring senior management attention and/or decisions

Works with Field Coordinators to plan outreach meetings with LEAs

Facilitates weekly meetings to monitor CDIP program elements

Liaisons with external project stakeholders on an ongoing basis

Works with IT to engage vendor community

Identifies resources, tools, and best practices capable of advancing CDIP's goals

Makes presentations to support CDIP deployment

The Four C's Always In Play

Coordination, Collaboration, Communication, and Cooperation



Best Practice Number 3

PARTNERSHIP AND OUTREACH TO MULTIPLE AGENCIES AND GROUPS



TRCC and Federal Partner Support
Monthly Briefings

Letters To Police Chiefs
✓ Brochures/Posters
✓ LEL Video
✓ CPCA Web site

Level 2

Business Plan Outreach
MPO and State IT Projects

DOT/UCONN Partnership
Transportation Safety Research Center

Law Enforcement Workshops

✓ PR-1 Form and Content
✓ Edit Rules

Level 3

UCONN Vendor Summit
HSO Law Enforcement Summits
CPCA Vendor Fairs



Vendor Incentives

✓ DOT Specs and IT Tools
✓ Testing and Certification
✓ Weekly Calls

Peer Exchange With Other States Alaska, Iowa, Ohio , Michigan

Training Cadre for MMUCC Course

✓ Field Coordinators
✓ UCONN Technical Support

Level 4

Meetings on Input To Fillable PDF

Level 1



Best Practice Number 4

MMUCC Compliant Fillable PDF

With Multiple Electronic features



Multiple data entry options, auto population features; import crash diagrams, cut and paste GPS coordinates

Validation and Edit Rules (115)
Matching DOT FTP site Requirements

Ability to be saved as xml file, exported to FTP site and imported into local RMS systems

Generate additional pages for drivers, vehicles

Includes Appendices for narrative, commercial vehicle, bicycle, bus, and witness statements

Page 1 of 12 Connecticut Uniform Police Crash Report Form PR-1 REV July 2014.01

Case Number: [] DOT Identifier: []

Number of Motor Vehicles: 1
Number of Non-Motorists: 0

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD): 20140812 Time (HH:MM): 2:58 Town Name: [] Town #: [] Crash Severity: []

Latitude: [] Longitude: []

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP	LOCATION OF FIRST HARMFUL EVENT	FIRST HARMFUL EVENT	MANNER OF IMPACT
01. Public Road 02. Private Road 03. Not Applicable	01. On Roadway 02. Median 03. Roadside 04. Gore 05. Separator 06. In Parking Lane or Zone 07. Off-Roadway Location Unknown 08. Outside Right-of-Way (alleyway) 09. Other	Non-Collision: 01. Overturn/Rollover 02. Fire / Explosion 03. Immersion, Full or Partial 04. Jackknife 05. Cargo/Equipment Loss or Shift 06. Fall/Jumped from Vehicle 07. Thrown or Falling Object 08. Other Non-Collision	01. Front to Rear 02. Front to Front 03. Angle 04. Sidewipe, Same Direction 05. Sidewipe, Opposite Direction 06. Rear to Side 07. Rear to Rear 08. Not Applicable 09. Other
TRAFFICWAY CLASS	CRASH-SPECIFIC LOCATION	Collision with Person, Vehicle, or Non-Fixed Object	CONTIBUTING CIRCUMSTANCES, ENVIRONMENTAL
01. Trafficway, On Road 02. Trafficway, Not on Road 03. Non-Trafficway 04. Parking Lot	01. Non-Junction 02. Intersection 03. Intersection-Related 04. Entrance / Exit Ramp 05. Entrance / Exit Ramp-Related 06. Railway Grade Crossing 07. Crossover-Related 08. Driveway Access 09. Driveway Access-Related 10. Shared-Use Path or Trail 11. Through Roadway 12. Acceleration / Deceleration Lane 13. On a Bridge 14. HOV Lane 15. Service or Rest Area 16. Weigh Station 17. Other Location Not Listed Above 18. Within an Interchange Area (median, shoulder and roadside) 19. Other	01. Pedestrian 02. Pedal cycle/Pedal cyclist 11. Other Non-motorist 12. Railway Vehicle (train, engine) 40. Deer 13. Animal Other Than Deer (jays) 14. Motor Vehicle in Operation 15. Parked Motor Vehicle 16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 17. Work Zone/Maintenance Equipment 18. Other Non-Fixed Object	01. None 02. Weather Conditions 03. Visual Obstruction(s) 04. Glass 05. None 06. None 07. None 08. None 09. None 10. None 11. None 12. None 13. None 14. None 15. None 16. None 17. None 18. None 19. None 20. None 21. None 22. None 23. None 24. None 25. None 26. None 27. None 28. None 29. None 30. None 31. None 32. None 33. None 34. None 35. None 36. None 37. None 38. None 39. None 40. None 41. None 42. None 43. None 44. None 45. None 46. None 47. None 48. None 49. None 50. None 51. None 52. None 53. None 54. None 55. None 56. None 57. None 58. None 59. None 60. None 61. None 62. None 63. None 64. None 65. None 66. None 67. None 68. None 69. None 70. None 71. None 72. None 73. None 74. None 75. None 76. None 77. None 78. None 79. None 80. None 81. None 82. None 83. None 84. None 85. None 86. None 87. None 88. None 89. None 90. None 91. None 92. None 93. None 94. None 95. None 96. None 97. None 98. None 99. None 100. None
WEATHER CONDITIONS	TYPE OF INTERSECTION	Collision with Fixed Object	CONTIBUTING CIRCUMSTANCES, ROAD
01. Clear 02. Cloudy 03. Fog, Smog, Smoke 04. Rain 05. Sleet or Hail 06. Freezing Rain/Drizzle 07. Snow 08. Blowing Snow 09. Severe Crosswinds 10. Blowing Sand, Soil, Dirt 11. Not Applicable 12. Other	01. Not an Intersection 02. Four-Way Intersection 03. T-Intersection 04. Y-Intersection 05. L-Intersection 06. Traffic Circle 07. Roundabout 08. Five-Point, or More 09. No 10. Yes, a school bus was directly involved 11. Yes, a school bus was indirectly involved	01. Impact Alternator/Crash Cushion 20. Bridge Overhead Structure 21. Bridge Pier or Support 22. Bridge Rail 23. Cable Barrier 24. Culvert 25. Curb 26. Ditch 27. Embankment 28. Guardrail Face 29. Guardrail End 30. Concrete Traffic Barrier 31. Other Traffic Barrier 32. Tree planting 33. Utility Pole/Light Support 34. Traffic Sign Support 35. Traffic Signal Support 36. Fence 37. Mailbox 38. Other Post, Pole or Support 39. Other Fixed Object (wall, building, tunnel, etc.)	01. None 02. Backup Due to Prior Non-recurring Incident 03. Backup Due to Regular Congestion 04. Toll Booth/Plaza Related 05. Road Surface Condition (wet, icy, snow, slush, etc.) 06. Debris 07. Ruts, Holes, Bumps 08. Work Zone 09. None 10. None 11. None 12. None 13. None 14. None 15. None 16. None 17. None 18. None 19. None 20. None 21. None 22. None 23. None 24. None 25. None 26. None 27. None 28. None 29. None 30. None 31. None 32. None 33. None 34. None 35. None 36. None 37. None 38. None 39. None 40. None 41. None 42. None 43. None 44. None 45. None 46. None 47. None 48. None 49. None 50. None 51. None 52. None 53. None 54. None 55. None 56. None 57. None 58. None 59. None 60. None 61. None 62. None 63. None 64. None 65. None 66. None 67. None 68. None 69. None 70. None 71. None 72. None 73. None 74. None 75. None 76. None 77. None 78. None 79. None 80. None 81. None 82. None 83. None 84. None 85. None 86. None 87. None 88. None 89. None 90. None 91. None 92. None 93. None 94. None 95. None 96. None 97. None 98. None 99. None 100. None
TRAFFICWAY SURFACE CONDITIONS	SCHOOL BUS RELATED	WORK ZONE CRASH INFORMATION	WORKERS PRESENT
01. Dry 02. Wet 03. Snow 04. Slush 05. Ice/Frost 06. Moving Water 07. Sand 08. Mud, Dirt, Gravel 09. Oil 10. Standing Water 11. Other	01. No 02. Yes, a school bus was directly involved 03. Yes, a school bus was indirectly involved	01. Lane Closure 02. Lane Shift / Crossover 03. Work on Shoulder or Median 04. Interchange or Moving Work 05. Not Applicable 06. Other	01. No 02. Yes 03. Not Applicable
WORK ZONE	LOCATION	TYPE	WORKERS PRESENT
01. No 02. Yes	01. Before the First Work Zone Warning Sign 02. Advance Warning Area 03. Transition Area 04. Activity Area 05. Termination Area 06. Not Applicable	01. Lane Closure 02. Lane Shift / Crossover 03. Work on Shoulder or Median 04. Interchange or Moving Work 05. Not Applicable 06. Other	01. No 02. Yes 03. Not Applicable



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Best Practice Number 5

MMUCC Compliant Training Tools and Resources



Basic Six Hour MMUCC Curriculum

Sample Officer's Pocket Guide and Investigator's Guide

Weekly Newsletters and Podcasts

Self Help you tube videos on edit rules, diagramming, fillable PDF

On site agency technical support

MMUCC edit rules brochure and two hour refresher training

Weekly Vendor/Agency Calls with DOT/UCONN

Access to Error Messages



MMUCC PR-1 EDIT RULES AND WARNINGS UPDATE
AN OFFICER'S HANDY REFERENCE GUIDE TO BE USED WITH COMING VENDOR UPDATES
August 2015

KEY POINTS TO REMEMBER!
The following rules should be kept on hand for ready reference:
• Complete all data fields in your crash, mobile or stable PDF to avoid errors and warnings.
• Never use "Not Applicable" in the first field when you have multiple check boxes.
• Never check "difference between Road and Off Road" unless you are sure the vehicle was on a road.
• Do not check "Other" unless you are sure you have checked all other applicable options.
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MOST COMMON ERRORS WITH WARNINGS:
• Over-enthusiastic use of the "Other" field.
• Incomplete information for a vehicle involved in a crash.
• Missing or incorrect information for a vehicle involved in a crash.
• Missing or incorrect information for a vehicle involved in a crash.
• Missing or incorrect information for a vehicle involved in a crash.

First and Most Harmful Events
If First Harmful Event is a collision with another vehicle, it is the most harmful event. If it is not a collision, it is the most harmful event.

Most Harmful Events must be defined on one of the bases of the sequence of Events. (Sequence of Events is an event - a block of the sequence)
If there is a collision with another vehicle in a crash, you can use any of the following to define the most harmful event:
• "Collision with another motor vehicle in operation"
• "Collision with a parked vehicle"
• "Collision with a pedestrian"

Sequence of Events
Sequence of events must always be completed unless vehicle is parked, a non-collision vehicle, or no vehicle involved.

Completing The Location Field
Crash is not an intersection, then Street and Section must be used. Intersection is a signalized intersection or a signalized intersection with a traffic signal. If the crash is not at an intersection, then use the appropriate field.

Recording Vehicle Damage
Motor Vehicle Damage, 8 columns (See Diagram below for "The Applicable")
Damage: 1-2 for minor, 3-4 for moderate, 5-6 for major, 7-8 for severe.
Note: "For Fire and/or Oil or "Not Applicable" for other reasons.



Best Practice Number 6

MMUCC Compliant IT Tools For RMS Vendors and DQ Analysts

Crash Uploader, ESD, and Work Flow Tool For Fillable PDF.

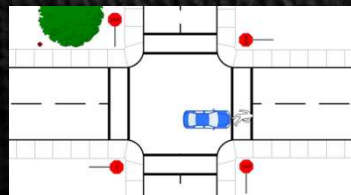


Crash Report Reader Tool To Validate Incoming Reports and Beta Test Vendor Software

Model MMUCC Edit Rules (115)

MMUCC XML Schema

DOT Specifications Testing and Certification Protocols



```
Preparation
Synchronization
OpeningSession
SessionOpened

InitializingTransmissionLog
Processing 1 of 3, Wallingford_CT0014800_2015-00014823.xml
RecordingReceiptInLogFile
PostingRawContentsToDatabase
ValidatingAgainstSchema
ValidatingAgainstBusinessRules
ComposingNotification

Processing 2 of 3, Wallingford_CT0014800_2015-00014967.xml
RecordingReceiptInLogFile
PostingRawContentsToDatabase
ValidatingAgainstSchema
ValidatingAgainstBusinessRules
ComposingNotification

Processing 3 of 3, Wallingford_CT0014800_2015-00018349.xml
RecordingReceiptInLogFile
PostingRawContentsToDatabase
ValidatingAgainstSchema
ValidatingAgainstBusinessRules
ComposingNotification

Posting 3 log files to DOT_ECRASH_WALLINGFORD
Removing 3 xml files from DOT_ECRASH_WALLINGFORD
PostingTransmissionLogToRemoteHost

Cleanup
Finished
```

Complete all crash fields to avoid errors and warnings

Never use non applicable in the first field when you have multiple checkboxes

Crashes

`xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"`
`xmlns:xsd="http://www.w3.org/2001/XMLSchema"`
`xmlns="http://www.ct.gov/dot/schemas/CTCrash.xsd"><Preamble><DocumentOriginator><TransmitterID>999901</TransmitterID><TransmitterEmailAddress>moe@xyz.org</TransmitterEmailAddress><TransmitterEmailAddress>terry@xyz.org</TransmitterEmailAddress></DocumentOriginator><DocumentStatistics`



Complementary Tools To Make 100 Per Cent Electronic Reporting a Reality

CTDRC



Best Practice Number 7

New Protocols for Data Quality Management

- Results Of CDIP Initiative

- Converted Positions of Data Coder into DQ Analysts
 - Eliminate Re-coding Of Crash Data
- All Inclusive Crash File: diagram, narrative, and MMUCC elements
- Edits And Validations Enforced at Three Levels
 - Vendor Software and Fillable PDF
 - DOT FTP Site
 - DOT DQ Analysts
- Required GPS Coordinates Help To Locate to LRF
- All rejected cases resubmitted
- Processed Crash Data Uploaded To UCONN CDR daily
- MMUCC Crash Data Available in less than 90 days from date of receipt at DOT



Best Practice Number 8

Data Retrieval, Analysis, and Evaluation

The UConn Crash Data Repository

- **State Crash Summary Tables : 2007-2011 (Nine major variables)**
- **Basic and advanced query tools for individual departments (1995-2014)**
 - » **Basic Report Tool-** summary crash tables and trend charts for each town (five year increments, 11 different crash types, includes rankings)
 - » **Advanced Report Tool:** Select own date ranges, locations, contributing factors
- ∴ **Crash Data Templates For Grant Management (last five years-DUI crashes)**
- ∴ **2015 MMUCC PR-1 data (49,000 records to date)**
 - » **Advanced Query Tool:** Summary tables of individual crash reports
 - » **ESD Crash Diagrams**
 - » **Mapping Capability-**heat and pin maps, street view

– **Coming Soon:**

- ∴ Ability to map citation data
- ∴ Merging of old and new MMUCC PR-1 Data for query purposes
- ∴ Private parking lot crashes



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Try It Out

www.ctcrash.uconn.edu

UConn

Connecticut Crash Data Repository

[[Main Menu](#)] User: *jackson (erj02003@engr.uconn.edu)*
[[View Recent Export Requests](#)][[Update Account](#)][[Logout](#)]

Login

Register

User Guide

The Connecticut Crash Data Repository (CTCDR) is a web tool designed to provide access to select crash information collected by state and local police. This data repository enables users to query, analyze and print/export the data for research and informational purposes. The CTCDR is comprised of crash data from two separate sources; The Department of Public Safety (DPS) and The Connecticut Department of Transportation (ConnDOT).

The purpose of the CTCDR is to provide members of the traffic-safety community with timely, accurate, complete and uniform crash data. The CTCDR allows for complex queries of both datasets such as, by date, route, route class, collision type, injury severity, etc. For further analysis, this data can be summarized by user-defined categories to help identify trends or patterns in the crash data.

Basic Users:

Crash Summary Tool

Basic Report Tool

Advanced Users:

Data Query Tool

Restricted Users:

GIS/Map Based Query Tool



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Recap “Best Practice” Accomplishments



Crash Data Uniformity and Completeness

Achieved 99.3 percent overall MMUCC compliance for elements collected at the crash scene

Stood up a Statewide MMUCC compliant e-crash reporting system in eighteen months *without authority* to mandate electronic reporting

Crash Data Timeliness

Crash Data Partnership and Outreach

Demonstrated that a *DOT/University partnership model* consisting of a multi-disciplinary project team and dedicated data champion can achieve success

Changed the crash reporting dynamic between DOT and the law enforcement community forever

Developed state of the art MMUCC training materials

Developed cutting edge IT tools to facilitate electronic crash reporting including a fillable PDF

Launched MMUCC compliant Crash Data Repository with full query, diagramming and mapping capabilities

Crash Data Accuracy



**Crash Data Accessibility
Crash Data Integration -
work in progress**



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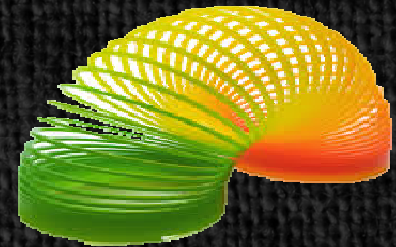
Lessons
Learned

Lessons Learned

The Connecticut MMUCC PR-1 Experience

Planning Lessons

- Need a **dedicated full time project team** and a **“data champion”** to achieve scale
- Structure a project plan **but stay flexible-** be ready to adopt new strategies or drop old ones to solve problems
- Make the most **informed decision** you can make in the moment knowing that more decisions will need to be made down the road



Lessons Learned (Continued)

The Connecticut MMUCC PR-1 Experience

- *Leadership Lessons*



- **Stay focused on approach** –deal with the crash reporting world as it is rather than visioning the project to achieve significant structural change
- Don't be afraid to **"push the envelope"** to leverage continuing progress

- *Partnership Outreach and Team Building Lessons*

- Develop a team building style that fosters **continuous and open communication** and complementary skills
- As project moves from one phase to the next , enable different project staff to **take the lead, change roles, and blend expertise as needed**
- **Frequent communication, transparency and accountability** to the law enforcement and the vendor community should be the order of the day



ACCOUNTABILITY



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Lessons Learned (Continued)

The Connecticut MMUCC PR-1 Experience

Technical Lessons

- *Attention to detail especially in the testing of support tools and products*



- Be efficient in developing solutions or work arounds to technology challenges

- *Stay on Mission Lessons*

- *Stick to the project launch date* no matter what- *the project is a sprint and not a marathon*



- Do not be discouraged by short term setbacks: a State can change the culture of crash reporting if *crash data collectors* are engaged on all levels to see the benefits of becoming *crash data users*



Final Observation

Leverage All Available National and State Resources At Your Disposal

- National Resources Helped Us To Achieve Our Goals:

- MMUCC Web Site
- NHTSA TR Assessment
- CDIP Assessment
- Support from FHWA to develop a “Business Plan” to guide our efforts; use of eligible FHWA accounts for project startups
- NHTSA GO Team Support



- State Resources

- Peer exchange program with LA DOT and LSU to research State/University Partnership Model
- Information Sharing With Other States: Alaska MMUCC PDF, Iowa TraCS, Ohio MMUCC Video, Vendor Experiences in Michigan and Wisconsin



Final Words of Wisdom from Those Who Have Gone Before Us

