COLORADO Traffic Records Assessment



Maureen Johnson | December 11, 2019

Report Out Briefing

Question Response Summary



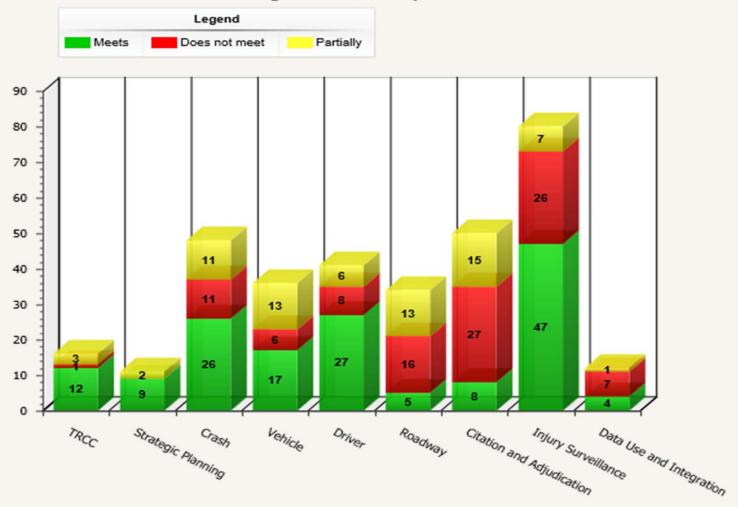
Advisory Module	Questions	Responses	Respondents
TRCC Management	16	35	10
Strategic Planning	11	15	4
Crash	48	79	10
Driver	41	41	1
Vehicle	36	36	2
Roadway	34	34	1
Citation / Adjudication	50	75	9
Injury Surveillance	80	84	3
Data Use & Integration	12	34	11
Total	328	433	
7	Total Unique Respondents		



Rating Distribution by Module



Rating Distribution by Module





Colorado Strengths



- The State has a strong State Traffic Records Advisory Committee (STRAC).
- CDOT is implementing a project that will provide a compatible location referencing system for all State public roads.
- Colorado has all five major components of an ISS and the available data are accessible to traffic safety stakeholders.
- CDOR has deployed a new driver, vehicle and crash traffic records system know as DRIVES (Driver License, Record, Identification and Vehicle Enterprise Solution).
- Colorado will implement the AAMVA State-to-State (S2S) program by January 2020.
- The State has developed an excellent data governance framework through its Government Data Advisory Board.



Change in Ratings



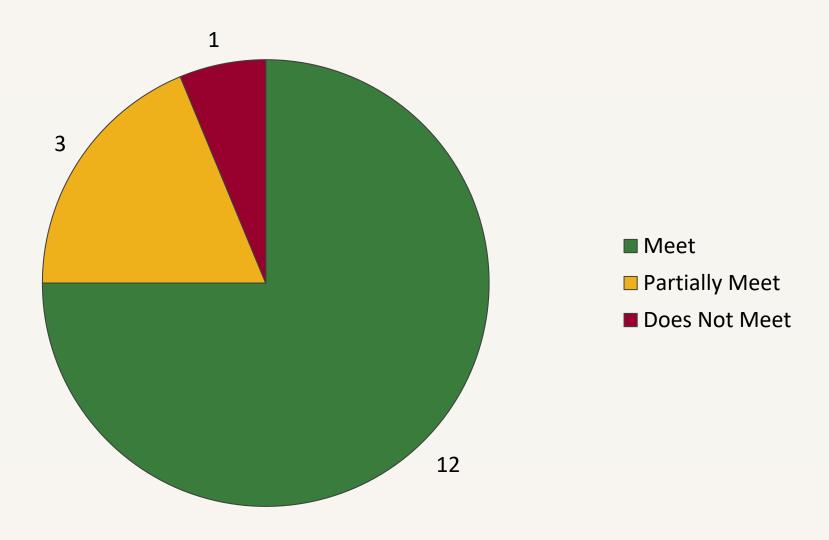
Change in Ratings from 2015 Assessment

	Meets	Partially Meets	Does Not Meet
TRCC Management	0	-1	1
Strategic Planning	5	-2	-3
Crash	-6	6	0
Vehicle	-5	9	-4
Driver	0	1	-1
Roadway	2	2	-4
Citation & Adjudication	-5	1	4
Injury Surveillance	8	-3	-5
Data Use and Integration	2	-2	0
Total	1	11	-12



TRCC Management







TRCC Management



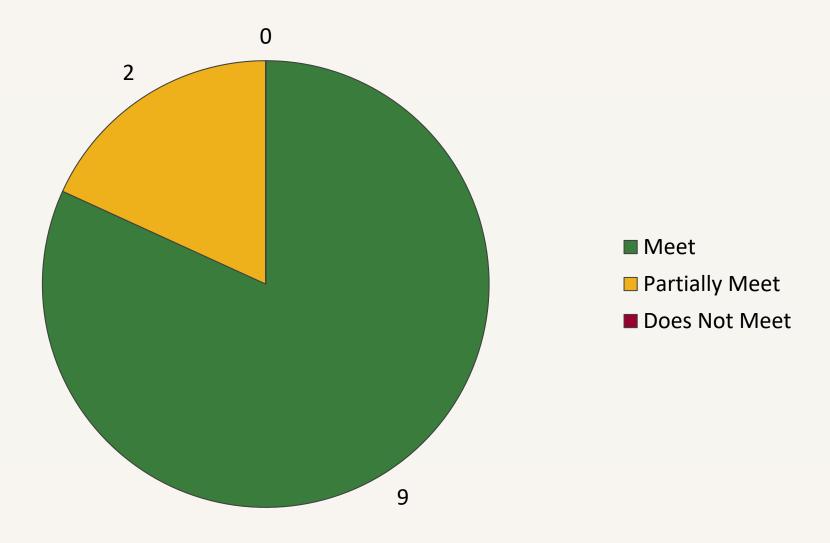
Recommendations

None

- Create data quality performance measures for all six traffic records systems.
- Enhance the Traffic Records Resource Guide and Inventory to include the data elements and attributes available in the traffic records systems.

Strategic Planning







Strategic Planning



Recommendations

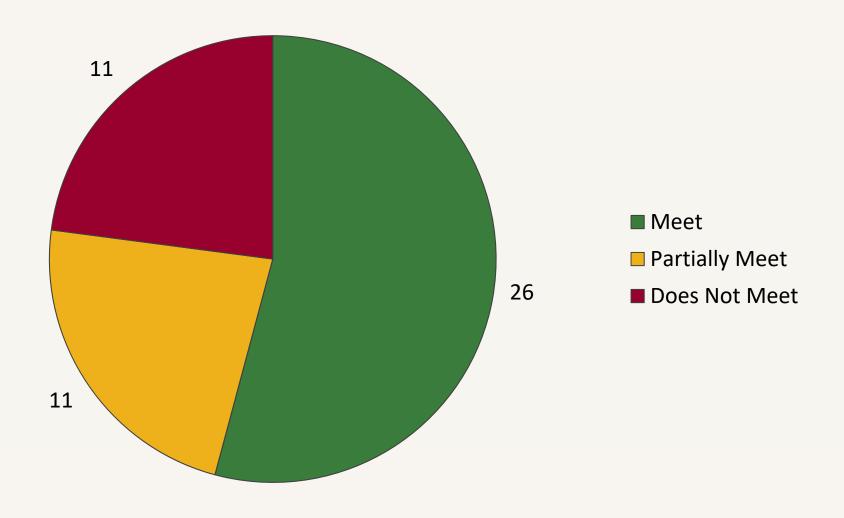
None

- Expand the grant application distribution beyond law enforcement agencies and include specific questions in surveys to data users to understand training and technical assistance needs.
- Include update on status of activities and reflect any new information on annual update of Strategic Plan.
- Expand the dissemination of the Strategic Plan and consider ways to further buy in and understanding of the State's strategic traffic records goals to its partner agencies.



Crash







Crash



Recommendations

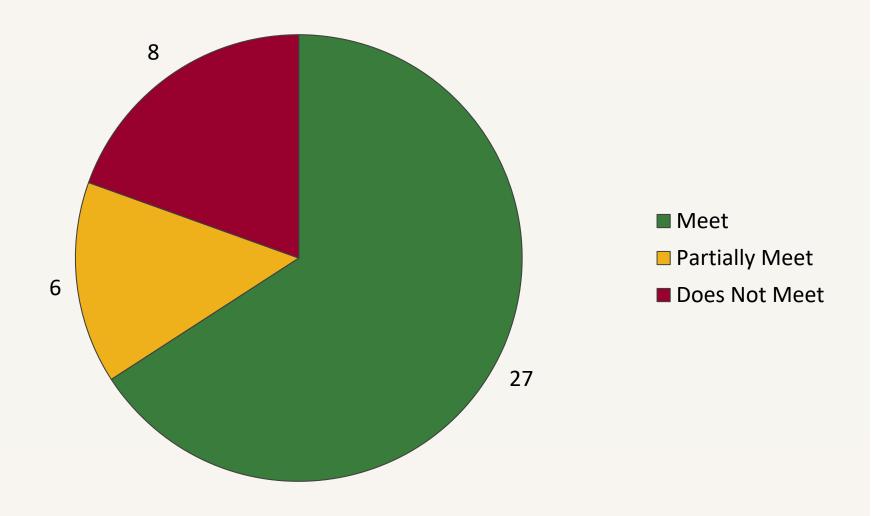
- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Implement a formal crash record retention policy.
- Develop performance measurements for accessibility, uniformity and integration which includes the calculation method, a baseline, actual values and percent change.



Driver







Driver



Recommendations

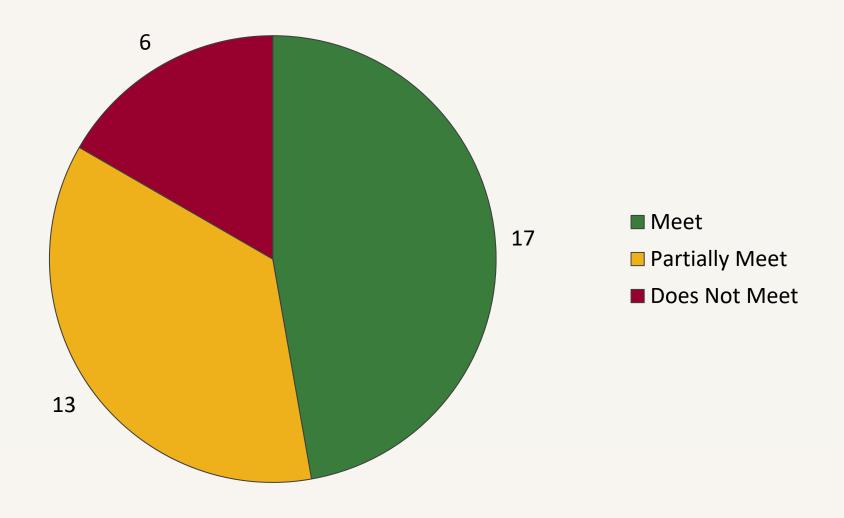
 Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Establish a separate DUI tracking system, based on the driver,
 vehicle, and crash data that are integrated in the DRIVES system.
- Conduct periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years.
- Provide driver data system quality management reports based on performance measures to STRAC for regular review.



Vehicle







Vehicle



Recommendations

 Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

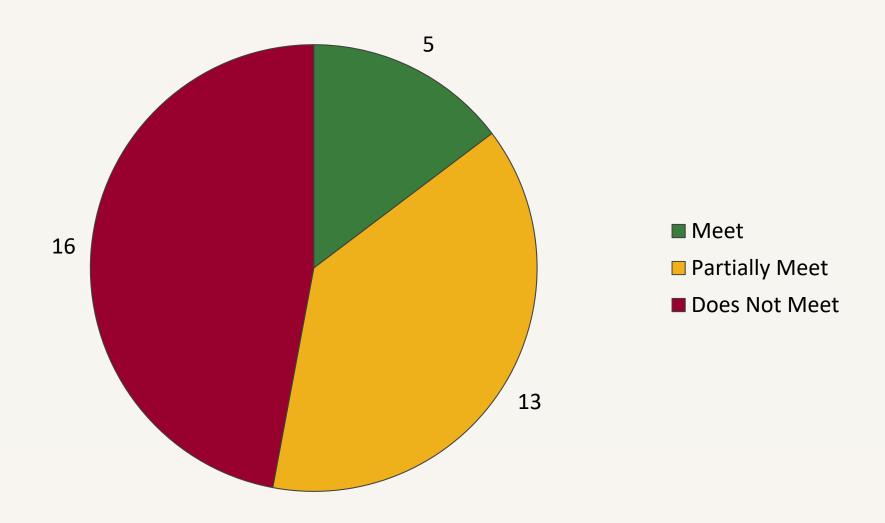
Considerations:

 Provide the STRAC with regular vehicle data quality management reports.



Roadway







Roadway



Recommendations

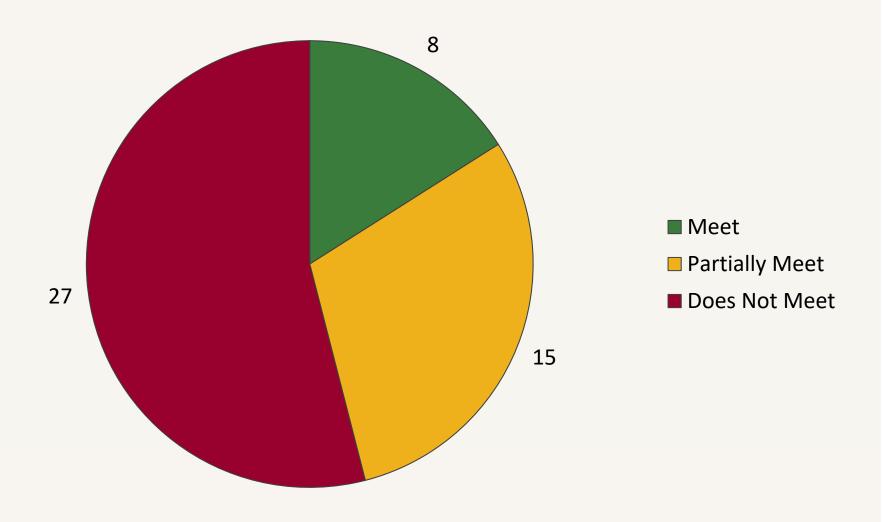
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Develop an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads.
- Develop a comprehensive data dictionary for the enterprise roadway system.
- Develop roadway core system performance measures for monitoring and reporting progress of the data quality characteristics.
- Develop a representative group of local and State roadway system safety stakeholders.



Citation/Adjudication







Citation/Adjudication



Recommendations

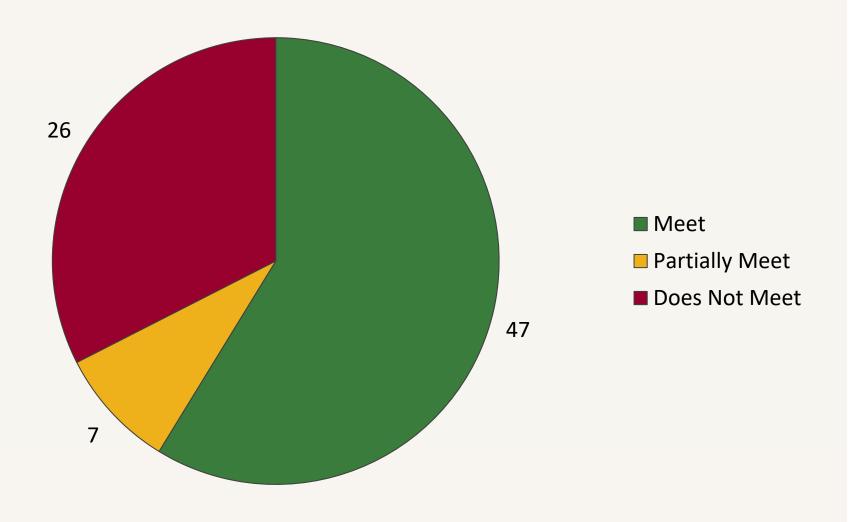
- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Evaluate feasibility for all courts to utilize one case management system which is electronically integrated with the Department of Motor Vehicles.
- Develop performance measures based on the rich data contained in the various State systems.
- Evaluate possibility to have a statewide series of unique citation numbers.



Injury Surveillance







Injury Surveillance



Recommendations

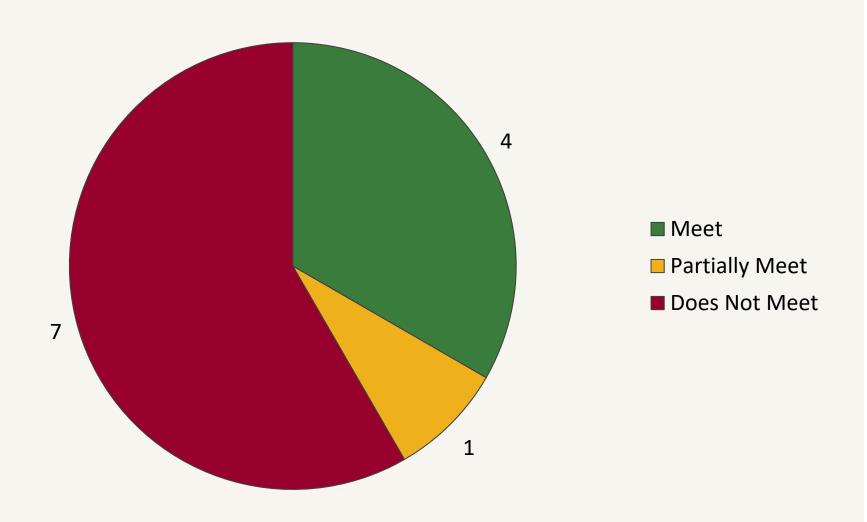
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Develop formal performance measures, including baseline, timeline, and goal metrics, and implementing regular reviews of those measures.
- Work with data managers to provide quality reports to the Traffic Records Coordinating Committee on a regular schedule.
- Gain access to the Colorado Hospital Association data dictionaries for user purposes only.
- Explore the development of an interface between the EMS and trauma data systems, since both exist on the same ImageTrend software platform.



Data Use & Integration







Data Use & Integration



Recommendations

None

- Continue the linkage efforts begun through the CDC pilot projects.
- Use the data set developed through the CDC effort and through the DRIVES system to conduct small-scale evaluations of existing highway safety programs (i.e. teen drivers).



Training and Technical Assistance Programs

NEXT STEPS

Traffic Records Assessments



In comparing a State's traffic records system to the ideal outlined in the *Advisory*, assessments:



Rank questions to help prioritize investment

Supply recommendations & considerations for improvement

How do we move forward?



Traffic Records Core Programs



Next Steps...

- GO Team
- Crash Data
 Improvement
 Program
 (CDIP)
- MMUCC Mapping

Traffic
Records
Assessments

Crash Data
Improvement
Program
(CDIP)

MMUCC

Training & Technical Assistance GO Teams



Technical Assistance: GO Teams



State requests technical assistance on a specific TR issue State, working with its RPM and the TR Team, prepares a request

NHTSA identifies
GO Team
members & sends
to State

- Small-to-medium scope projects
- Number of GO Teams depends upon available resources
- GO Teams work <u>with</u> States to accomplish goals



Successful GO Team Applications



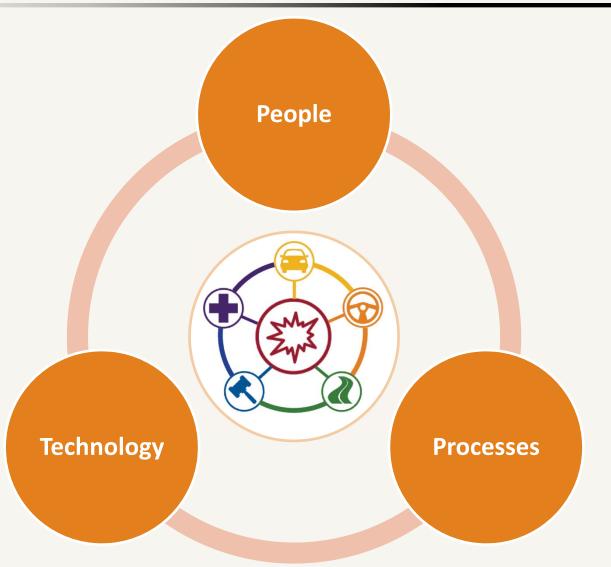
- A detailed description of the technical issues that the GO Team will need to address;
- A description of the specific technical assistance being requested from the GO Team;
- A description of the current and past efforts to address this problem;
- An explanation of how the GO Team assistance fits into the TRCC's Strategic Plan;
- The anticipated improvements that the GO Teams are likely to provide to the State's traffic records data systems; and
- The contact information of the State officials who will be tasked to work with the GO Team to address this problem.



Crash Data Improvement Program



Improving
Crash Data is
not just an IT
problem...





MMUCC Mappings













How mappable are your form and database?

Identifier Data Element Mappable C1 Case Identifier Data Element Mappable C2 Crash Classification 20.0% V2 Motor Vehicle Identification Number (VIN) 100.0% P2 Date of Birth P3 Data Element P4 Data Element P	Person Data Elements	
C2 Crash Classification 20.0% V2 Motor Vehicle Unit Type and Number 25.0% P2 Date of Birth C3 Crash Date and Time 100.0% V3 Motor Vehicle Engistration State and Year 100.0% P3 Sex C4 Crash Country 100.0% V4 Motor Vehicle Make 100.0% P4 Person Type C5 Crash Crash Coation 100.0% V5 Motor Vehicle Make 100.0% P5 Injury Status C6 Crash Location 100.0% V6 Motor Vehicle Make 100.0% P5 Injury Status C6 Crash Location First Harmful Event Relative to the Location of First Harmful Event Relative to the Tarfficway 0.0% V7 Motor Vehicle Model 100.0% P5 Seating Position C8 Trafficway 0.0% V8 Motor Vehicle Model 100.0% P5 Seating Position C9 Manner of Crash/Collision Impact 77.8% V9 Total Occupants in Motor Vehicle 100.0% P6 Restraint Systems/Motorcycle Helmet Use 100.0% P7 Seating Position C1 Weather Condition 50.0% V10 Special Function of Motor Vehicle 100.0% P6 Restraint Systems/Motorcycle Helmet Use 100.0% P7 Seating Position C1 Weather Condition 50.0% V10 Special Function of Motor Vehicle 100.0% P6 Restraint Systems/Motorcycle Helmet Use 100.0% P7 Seating Position C1 Weather Condition 50.0% V10 Special Function of Motor Vehicle 100.0% P6 Restraint Systems/Motorcycle Helmet Use 100.0% P7 Seating Position C1 Weather Condition 87.5% V11 Emergency Motor Vehicle 100.0% P7 Seating Position C1 Light Condition 87.5% V12 Motor Vehicle Use 0.0% P11 Driver License Purisdiction C1 Weather Condition 87.5% V12 Motor Vehicle Use 0.0% P11 Driver License Purisdiction C1 Light Condition 87.5% V12 Motor Vehicle Posted/Statutory Speed Limit 66.7% P11 Driver License Purisdiction C1 Light Condition 87.5% V13 Direction of Travel Before Crash 83.3% P13 Speeding Related C1 Contributing Circumstances, Environment 57.1% V14 Traffic Control Device Type 78.6% P17 Condition at Time of Crash P17 Condition at Time of Crash P18 P19 P18 Condition P18 Construction/Maintenance/Utility) P4 P18 P19	Percent Mappable	
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Work Zone-Related (Construction/Maintenance/Utility) V19 Vehicle Damage V20 Sequence of Events V21 Most Harmful Event for this Motor Vehicle V22 Bus Use V23 Hit and Run V24 Towed Due to Disabling Damage V25 Contributing Circumstances, Motor Vehicle V26 Vehicle Damage V27 Sequence of Events V28 Bus Use V29 Sequence of Events V20 Sequence of Events V21 Most Harmful Event for this Motor Vehicle V22 Bus Use V23 Hit and Run V24 Towed Due to Disabling Damage V25 Contributing Circumstances, Motor Vehicle V26 Contributing Circumstances, Motor Vehicle V27 Non-Motorist Actions/Circumstances at Time of Crash	37.5%	
C19 (Construction/Maintenance/Utility) V19 Vehicle Damage V20 Sequence of Events V20 Sequence of Events V21 Most Harmful Event for this Motor Vehicle V22 Bus Use V23 Hit and Run V24 Towed Due to Disabling Damage V25 Contributing Circumstances, Motor Vehicle V26 Vehicle Damage V27 Sequence of Events S89.6% P20 Law Enforcement Suspects Drug Use P21 Drug Test P22 Non-Motorist Number P23 Non-Motorist Action/Circum stance Prior to Cr V24 Towed Due to Disabling Damage V25 Contributing Circumstances, Motor Vehicle V26 Non-Motorist Actions/Circumstances at Time of Crash	0.0%	
V21 Most Harmful Event for this Motor Vehicle 0.0% P21 Drug Test V22 Bus Use 0.0% P22 Non-Motorist Number V23 Hit and Run 100.0% P23 Non-Motorist Action/Circum stance Prior to Cr V24 Towed Due to Disabling Damage 0.0% P24 Non-Motorist Actions/Circum stances at Time Crash V25 Contributing Circumstances, Motor Vehicle 74.2% P25 Non-Motorist Location at Time of Crash	63.6%	
V22 Bus Use 0.0% P22 Non-Motorist Number V23 Hit and Run 100.0% P23 Non-Motorist Action/Circum stance Prior to Cr V24 Towed Due to Disabling Damage 0.0% P24 Non-Motorist Actions/Circum stances at Time Crash V25 Contributing Circum stances, Motor Vehicle 74.2% P25 Non-Motorist Location at Time of Crash	0.0%	
V23 Hit and Run 100.0% P23 Non-Motorist Action/Circum stance Prior to Cr V24 Towed Due to Disabling Damage 0.0% P24 Non-Motorist Actions/Circum stances at Time Crash V25 Contributing Circum stances, Motor Vehicle 74.2% P25 Non-Motorist Location at Time of Crash	30.0%	
V24 Towed Due to Disabling Damage 0.0% P24 Non-Motorist Actions/Circumstances at Time Crash V25 Contributing Circumstances, Motor Vehicle 74.2% P25 Non-Motorist Location at Time of Crash	100.0%	
V24 Towed Due to Disabling Damage 0.0% P24 Crash V25 Contributing Circumstances, Motor Vehicle 74.2% P25 Non-Motorist Location at Time of Crash	sh _{64.3%}	
	f 57.1%	
	0.0%	
V26 Motor Carrier Identification 25.0% P26 Non-Motorist Safety Equipment	31.3%	
Gross Vehicle Weight Rating/Gross Combination Weight Rating Gross Vehicle Weight Rating/Gross Combination Weight Rating 100.0% Unit Number of Motor Vehicle Striking Non-Motorist	0.0%	
V28 Vehicle Configuration 66.7% P28 Transported to First Medical Facility By	11.1%	
V29 Cargo Body Type 82.4%		
V30 Hazardous Materials (Cargo Only) 100.0%		













Next Steps



- Contact your NHTSA Regional Program Manager about the necessary TRCC Strategic Plan updates required prior to next §405(c) grant application.
- Use the Advisory as a resource for developing, prioritizing, and executing new projects and programs.
- If desired, submit your application to your NHTSA Regional Program Manager to apply for a GO Team, CDIP, or MMUCC mapping to help with assessment recommendations or other traffic records initiatives identified by the TRCC.

Application



Becoming an Assessor



- If you would like to be considered as an assessor for future assessments of other States' traffic records systems please email Kara Mueller and copy John Siegler.
 - Kara Mueller <u>kara.mueller.ctr@dot.gov</u>
 - John Siegler john.siegler@dot.gov

 Please identify your areas of traffic records expertise and include a brief summary of your work experience.





Thank You

