



INITIATIVES TO ADDRESS IMPROVING TRAFFIC SAFETY DATA

Status of Data IPT Recommendations

Dennis Utter, Director

*Office of Traffic Records and Analysis
National Center for Statistics and Analysis*

2005 SAE Government/Industry Meeting

THE GOAL

➤ Better data

- absolutely essential to reducing the terrible human and economic cost of motor vehicle crashes.

THE DATA INTEGRATED PROJECT TEAM

- **Created in September 2003 by NHTSA Administrator, Dr. Jeffrey Runge**
- **Task -- Recommend priorities for improving traffic safety data.**
 - **Similar Teams for -- Alcohol, Safety Belts, Rollover, Compatibility**
- **Report – Summer 2004**
 - **Published on NHTSA's Website and in the *Federal Register***

DATA IPT MEMBERS

➤ Representatives from NHTSA

- ◆ **NCSA: users, collectors**
- ◆ **Traffic Injury Control**
- ◆ **Vehicle Safety**

➤ Representatives from

FHWA, FMCSA, BTS



National Highway Traffic
Safety Administration

A VISION OF THE FUTURE FOR TRAFFIC SAFETY DATA

THE PROBLEM



THE VISION



➤ **Uniform data must be collected, edited, integrated, and transferred *electronically.***

◆ **Enable tracking of a traffic safety event in a timely manner.**

APPLYING THE VISION TO THE CRASH EVENT

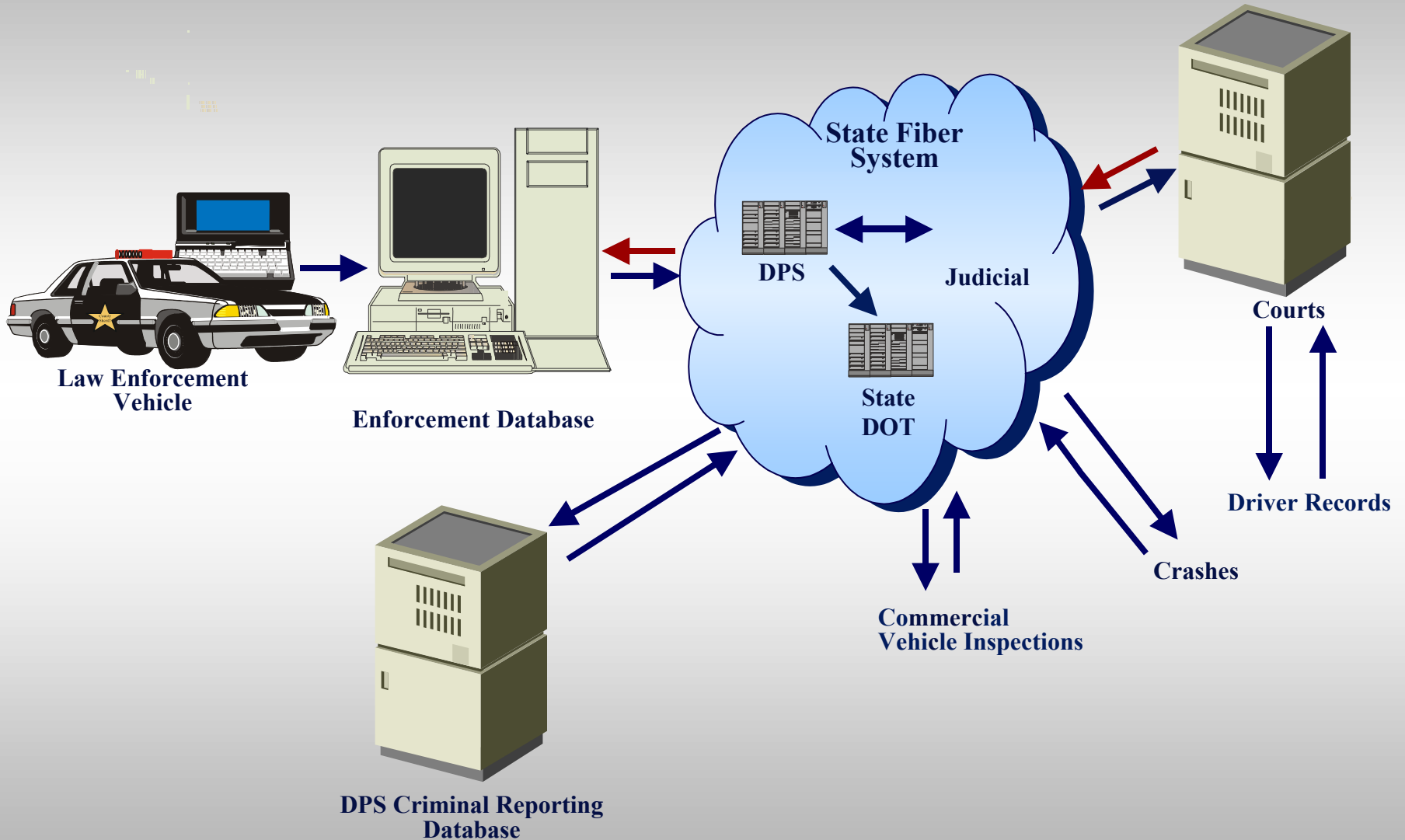
- **Data Will be Collected *Electronically***
 - ◆ **Pre-Crash**
 - **EDR on driver pre-crash actions**
 - ◆ **Crash**
 - **EDR on crash severity and Automatic crash notification to 911**
 - **Latitude and longitude, changes in vehicle speed, principal direction of force**
 - **Medical urgency algorithm for medical severity**

➤ **Data Collected *Electronically* (cont'd)**

◆ **Post-Crash**

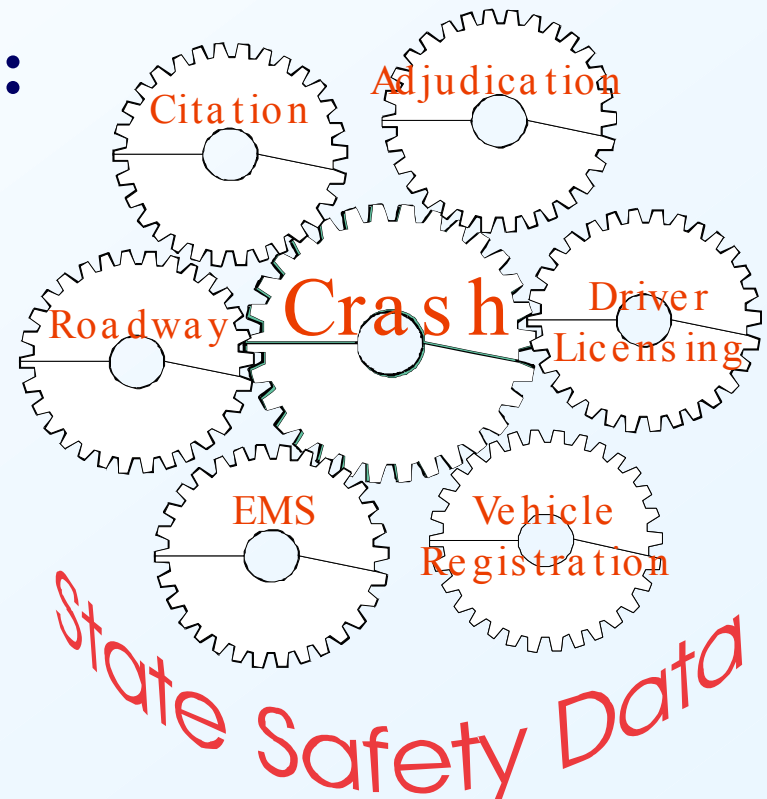
- Infrared or smart card technology captures VIN, licensing and registration information using a handheld device.
- Automatic capture of case number, date, time, and GPS location.

Electronic Data Flow



➤ **Focus on improving the collection and transfer of data generated or used during a traffic safety event:**

- ◆ **Crash**
- ◆ **Traffic stop**
- ◆ **Driver licensing**
- ◆ **Vehicle registration**
- ◆ **Citation and adjudication**



TECHNOLOGY ALREADY EXISTS

- **Data Can be Improved with Technology that already exists:**
 - ◆ **Electronic Information Acquisition and Transfer**
 - ◆ **Integrated Data**
 - ◆ **Direct Access**

DATA IPT

INITIATIVES & RECOMMENDATIONS

Addressing of Recommendations

- **Directed to NHTSA**
 - ◆ **Improve NHTSA Data**
- **Directed to States**
 - ◆ **To improve Highway Safety Data Collection and Use**
- **Directed to NHTSA (and DOT Modal Agencies)**
 - ◆ **To work with States to Improve their Data**

COORDINATION AND LEADERSHIP

Recommendations are aimed at improving coordination among state agencies on traffic records, as well as exerting stronger leadership at the national level.

DATA QUALITY AND AVAILABILITY

**Recommendations aimed at
improving the quality,
quantity, timeliness, and
completeness of data, both at
the State and at the Federal
levels.**

Recommendations to encourage states to move from paper-laden, labor-intensive traffic records procedures to a greater use of electronic technologies for collection, transfer and access. An additional benefit of these recommendations will be to advance real-time decision-making.

UNIFORM AND INTEGRATED DATA

**Recommendations to achieve more
uniformity in data capture and in
data elements, at the state and at
the national level.**

Recommendations to boost data access and use, and to develop the user training programs and tools to achieve these goals.

Implemented Recommendations Directed to NHTSA

➤ In FARS

- **Complete, accurate BAC data for FARS**
 - **Initiatives to improve are underway**
- **Information about vehicles -involved Fatal crashes that are parked off the roadway**
 - **Change initiated for Calendar Year 2005**
 - **Also in General Estimates System**

Implemented Recommendations Directed to NHTSA

- **To Meet Federal Data Needs, NHTSA will:**
 - ◆ **Implement a National Motor Vehicle Crash Causation Survey.**
 - ◆ Development Began in 2003/04
 - ◆ Data Collection Began in 2005
 - ◆ **Implement Fast FARS**
 - ◆ Development Began in 2005

Formation of a DOT Traffic Records Coordinating Committee

- ◆ **The DOT TRCC was formed in October 2004.**
- ◆ **U.S. DOT Modal Representation:**
 - **NHTSA, FHWA, FMCSA, RITA, OST**

DOT TRCC Current Activities

- **Develop a Charter**
- **Develop a DOT Traffic Safety Data Policy Statement**
- **Identify Federal Funding Sources for Safety Data Activities**
- **Create Implementation Plan**

- **Charter will Include**
 - ◆ **Goal**
 - ◆ **Mission**
 - ◆ **Duties and Responsibilities**
- **Completed**

U.S. DOT TRCC CHARTER

Goal

- **Ensure that complete, accurate and timely traffic safety data are collected, analyzed and made available for decision-making at the national, state and local levels to reduce crashes, deaths and injuries on our nation's highways.**

U.S. DOT TRCC CHARTER

Mission

- Provide strong coordinated Federal leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis and the resources needed to support it. The TRCC will **support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use.**

TRAFFIC SAFETY DATA POLICY STATEMENT

- **The U.S. DOT TRCC has adopted a Policy Statement on the importance of data to highway safety.**
 - ◆ **Recommended in the Data IPT Report.**
 - **Purpose: Provide a uniform message that expresses the importance of traffic safety data at the Federal level.**

TRAFFIC SAFETY DATA POLICY STATEMENT

High-quality traffic safety data shall be used to support U.S. DOT programs at the federal, state and local levels. Data which are timely, accurate, complete, uniform, integrated and accessible are fundamental to successful traffic safety programs as well as essential to problem identification and priority setting, operational management and evaluation, and measurement of results.

TRAFFIC SAFETY DATA FUNDING SOURCES DOCUMENT

- **Provide a comprehensive listing of all U.S. DOT funding sources available for traffic safety data improvement.**
 - ◆ **One stop funding source document**
 - ◆ **All of the U.S. DOT funding sources that could be used for data improvement.**
- **Funding Sources document will be updated once Reauthorization has been passed.**

U.S. DOT TRCC CURRENT ACTIVITIES

- **Develop an Implementation Plan focused on recommendations within the Data IPT Report on the following areas:**
 - ◆ **Coordination and Leadership**
 - ◆ **Improvement of Data Quality**
 - ◆ **Data Uniformity**
 - ◆ **Data Accessibility and Analytical Resources**
 - ◆ **Traffic Records Advisory Revision**
 - ◆ **Timeliness**

OTHER DOT TRCC ACTIVITIES

- **Identify the functions of an “Ideal Traffic Records System”.**
 - ◆ **Begin with Crash Data Systems**
 - ◆ **Develop Performance Standards for Records Systems**
- **Design a U.S. DOT TRCC website that will foster States with information to improve Traffic Safety Data Systems. The website will include:**
 - **Best Practices**
 - **Clearinghouse for state data systems**
 - **Federal funding sources**

DOT TRCC FUTURE ACTIVITIES

- **Conduct a Nationwide analysis to determine status of State Traffic Records Systems.**
 - ◆ **Identify and publicize well established and working State TRCCs**
 - ◆ **Identify and Market State Best Practices**
- **Develop and recommend criteria for eligibility of Section 412 funds.**
- **Present and receive input on activities at the 2005 International Traffic Records Forum.**

QUESTIONS?

