COURSE OUTLINE

MODULE 1 – Overview of Traffic Records

- What are the Core Traffic Records Information Systems?
- Traffic Records and You – Why They are Worth Your Attention
- Funding Sources for Traffic Records System Improvements
COURSE OUTLINE

MODULE 2– Getting Help with Traffic Records

- Data Analysis Resources
- Identifying a Traffic Records Data Expert
- Fatality Analysis Reporting System (FARS)
- NHTSA Resources
INTRODUCTIONS

- Name
- Title and Highway Safety Office Responsibilities
- Length of Time in Highway Safety Office and in Current Position
WHY ARE THEY WORTH YOUR ATTENTION?

- Highway Safety Plan
- 405(c) Incentive grants
- Traffic Records Coordinating Committee
- Annual Evaluation Report
- Strategic Highway Safety Plan
- Surveys, Reports, and Public Information Materials
LEARNING OUTCOMES

1. List the core traffic records information systems.
2. Describe the highway safety office’s roles and responsibilities regarding traffic records information systems.
   - oversight of performance data in HSP
   - HSP funding allocation decisions are based on data
   - reviewing and reporting State’s performance
   - coordinating SHSP and HSP data and performance metrics
   - Coordination of, or oversight and active participation in, the TRCC
3. Identify funding sources available for Traffic Records System improvements
WHAT ARE TRAFFIC RECORDS INFORMATION SYSTEMS?
TRAFFIC RECORDS INFORMATION SYSTEMS

- Crashes
- Driver Records
- Vehicle Information
- Roadways
- Citation & Adjudication
- Injury Surveillance & EMS
CRASH DATA

Time & Location

Driver & Occupants

Vehicles

Weather

Blood Alcohol Content (BAC)
DRIVER RECORDS

- Name, Address, and License Number
- Age, Date of Birth, and Gender
- License Status
- Driver History
- Driver Training
VEHICLE INFORMATION

Owner Information

License Plate Number

Vehicle Identification Number (VIN)

Vehicle Year/Make/Model

Commercial Motor Vehicles
ROADWAY DATA

- Location
- Classification
- Roadway Condition
- Number of Lanes
- Shoulder Type and Width
- Median Descriptors
- Traffic Control Devices
- Pavement Types
- Average Annual Daily Traffic (AADT)
LAW ENFORCEMENT AND ADJUDICATION

- Citation & Adjudication Tracking
- Prosecution
- Conviction
- Sentencing
- Recidivism
INJURY SURVEILLANCE

- Hospital Assessment of Injury Severity
- Length and Cost of a Hospital Stay
- Length and Cost of Rehabilitation
- EMS Response Time
- Emergency Department
- Death Records
OTHER TYPES OF DATA

- Demographic Data
- Behavioral Data
  - Seatbelt observation survey
  - Awareness/behavior surveys
- Safety Program Evaluation Data
- Fatality Analysis Reporting System (FARS)
DATA QUALITY METRICS

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility
WHY ARE THEY WORTH YOUR ATTENTION?

- Highway Safety Plan
- 405(c) Incentive grants
- Traffic Records Coordinating Committee
- Annual Evaluation Report
- Strategic Highway Safety Plan
- Surveys, Reports, and Public Information Materials
The Highway Safety Plan Uses Data to:

- Identify the state’s highway safety problems
- Establish overall highway safety performance measure targets
- Support strategies to reduce crashes
- Report progress in meeting prior year performance measure targets

MAP–21:

- Highlights the importance of strategies supported by data to reduce crashes
- Requires a data-driven traffic safety program
## CORE PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Core Performance Measures</th>
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</thead>
<tbody>
<tr>
<td>Overall SHSO Program Area Goals</td>
<td>Fatalities</td>
</tr>
<tr>
<td></td>
<td>Fatality Rate per 100 Million VMT</td>
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<tr>
<td></td>
<td>Serious Injuries</td>
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<tr>
<td>Impaired Driving</td>
<td>Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above</td>
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<tr>
<td>Occupant Protection</td>
<td>Unrestrained Passenger Vehicle Occupant Fatalities (all positions)</td>
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<td>Observed Belt Use</td>
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<tr>
<td>Speeding</td>
<td>Speeding-Related Fatalities</td>
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<tr>
<td>Motorcycle Safety</td>
<td>Motorcyclist Fatalities</td>
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<tr>
<td></td>
<td>Unhelmeted Motorcyclist Fatalities</td>
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<tr>
<td>Pedestrian Safety</td>
<td>Pedestrian Fatalities</td>
</tr>
<tr>
<td>Novice Drivers</td>
<td>Drivers Age 20 or Younger Involved in Fatal Crashes</td>
</tr>
</tbody>
</table>

NHTSA's evaluation of whether or not the State meets the mandatory performance measure targets will be based only on FARS data.
HSP PERFORMANCE REPORT

- New MAP-21 Requirement
- Program Area Report
- Shows Success in Meeting Preceding Year’s Performance Targets
- Focuses on Core Performance Measures
405(c) INCENTIVE GRANTS

- Eligibility requirements
- Traffic Safety Information System Improvements
  1. Traffic Records Coordinating Committee (TRCC)
  2. Strategic Plan
  3. Demonstrate Quantifiable and Measurable Progress
  4. Conduct or Update Traffic Records Assessment
  5. Maintenance of Effort
  6. Use of Funds
TRAFFIC RECORDS COORDINATING COMMITTEE

- Oversee Planning and Improvement of State’s Traffic Records Systems
- Develop, Implement, and Monitor the Strategic Plan
- Approve Strategic Plan and Implementation Plan Annually
- Influence Agency Policy Decisions that Impact the State’s Traffic Records Systems
- Identify Performance Measures and Monitor Progress
- Provide Meaningful Coordination Among Stakeholders
SHSO TRCC ROLES AND RESPONSIBILITIES

- Highway Safety Office’s Traffic Records Coordinator
  - Traffic records champion
  - Liaison with Federal agencies regarding strategic plan
  - Point of contact for traffic records funding and issues
  - Supports TRCC Executive Committee
  - Member of TRCC Technical Committee(s)

- Outreach and Education to “Sell the Vision”
  - Website
  - Conference presentations
  - Training

- Request Technical Assistance

Strong SHSO support and leadership is vital to the effectiveness and quality outcomes of a state TRCC.
STRATEGIC HIGHWAY SAFETY PLAN

Per MAP-21, the Strategic Highway Safety Plan:

- Identifies and Analyzes Highway Safety Problems and Opportunities on All Public Roads
- Is Developed in Consultation with a Broad Range of Safety Stakeholders
- Includes the 4 Es of Safety
- Describes efforts to coordinate the state’s HSP, data collection, and information systems

Your participation in the SHSP, which is viewed by the U.S. DOT as the State's comprehensive transportation safety plan, is imperative to the plan’s success.
ANNUAL EVALUATION REPORT

- Effectiveness of Programs And Initiatives
- Progress in HSP Meeting Performance Targets

[Image of a table showing performance targets for various categories such as Fatalities, Serious Traffic Injuries, Fatality/10M VMT, Unrestrained Passenger Vehicle Occupant Fatalities, and more, with data for 2008, 2009, 2010, 2011, and 2012, and a 5-Year Average column.]
OTHER DATA-RELATED EFFORTS

- Observational Surveys
  - Safety belt
  - Child restraint
  - Motorcycle helmet

- Opinion Surveys
  - Telephone
  - Intercept
  - On-line

- Reports and Public Information Materials
FUNDING TR SYSTEM IMPROVEMENTS
FUNDING TR SYSTEM IMPROVEMENTS

U.S. DOT Traffic Records Funding Sources

- **TEA-21**
  - Section 411
- **SAFETEA-LU**
  - Section 408
  - Section 148
- **MAP-21**
  - Section 405 Traffic Safety Information System Improvements
  - Section 148 Highway Safety Improvement Program (HSIP)
SECTION 405(c) – ELIGIBILITY REQUIREMENTS

- Functioning Traffic Records Coordinating Committee (TRCC) that Meets at Least Three Times Each Year

- The TRCC Must:
  - Be chartered or legally mandated
  - Have multidisciplinary membership
  - Have a designated TRCC coordinator

- State Traffic Record Strategic Plan Approved by the TRCC which Describes Specific Quantifiable and Measurable Improvements Anticipated in the State’s Core Safety Databases
SECTION 405(c) – ELIGIBILITY REQUIREMENTS (CONT.)

- Demonstrated Quantitative Progress in at Least One Significant Data Program Attribute
  - Accuracy
  - Completeness
  - Timeliness
  - Uniformity
  - Accessibility
  - Integration
SECTION 405(c) – ELIGIBILITY REQUIREMENTS (CONT.)

- Traffic Records Assessment within the Last Five Years
- Maintain Aggregate Expenditures from All State and Local Sources at or Above the Average Level of Such Expenditures from Fiscal Years 2010 and 2011
SECTION 405(c) – USE OF FUNDS

- Data Program Improvements to Core Highway Safety Databases Related to Quantifiable, Measurable Progress Data Program Attributes (accuracy, completeness, timeliness, uniformity, accessibility, or integration)

- Improvements Must be Quantifiable and Measurable
SECTION 148 REQUIREMENTS

The State must:

- Have a Data System with the Ability to Perform Problem Identification and Countermeasure Analysis
- Adopt Strategic and Performance-based Goals that Address Behavioral and Infrastructure Problems on All Public Roads
- Determine Priorities for the Correction of Hazardous Locations, Sections and Elements
- Establish an Evaluation Plan to Analyze and Assess Results
SECTION 148 REQUIREMENTS

State’s efforts to advance safety data collection, analysis, and integration must be conducted in a manner that compliments the *Highway Safety Plan* and *Commercial Vehicle Safety Plan*.
SECTION 148 FUNDING ELIGIBLE PROJECTS

- Improving Data Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility
- Collecting, Maintaining, and Sharing Safety Data on All Public Roads and Related Systems
- Improving Ability to Identify the Number of Fatalities and Serious Injuries on All Public Roadways with a Breakdown by Functional Classification and Ownership
- Evaluating the Effectiveness of Safety Data System Improvement Efforts
- Improving Data Collection on Non-motorized (e.g., pedestrian and bicyclist) Crashes
- Improving Linkage of State Safety Data Systems with Other Data Systems
MODULE SUMMARY

- Core Traffic Records Information Systems
- Why Traffic Records are Worth Your Attention
- Funding Sources for TR System Improvements
TRAFFIC RECORDS TRAINING
FOR STATE HIGHWAY SAFETY OFFICE LEADERSHIP

GHSA
Governors Highway Safety Association
The States' Voice on Highway Safety

NHTSA
www.nhtsa.gov
COURSE OUTLINE

MODULE 2 – Getting Help with Traffic Records

- Data Analysis Resources
- Selecting a TR Data Consultant
- Fatality Analysis Reporting System (FARS)
- NHTSA Resources
LEARNING OUTCOMES

1. Describe the data analysis resources available to the SHSO
2. Describe your options in selecting a Traffic Records Consultant
3. Identify the purpose of Fatality Analysis Reporting System (FARS), where your state’s FARS Analyst is located, and ways in which you can work with your analyst
4. Identify NHTSA’s Traffic Records resources and their purpose
DATA ANALYSIS RESOURCES

- In-house Data Analysis
  - SHSO staff
  - Personnel within your state agency

- Outsourcing Data Analysis
  - State university
  - Consultant
NATIONAL CENTER FOR STATISTICS AND ANALYSIS (NCSA)

- Analytical and Statistical Support
  - Human, vehicle, environmental, roadway characteristics
  - Injury mechanisms and crash dynamics
  - Effectiveness of traffic safety efforts
  - Monitoring of traffic safety problem
  - Benefits of proposed agency rules

- Oversee NHTSA Data Collection and Analysis Programs

- Variety of Publications
  - Reports
  - Crash Stats
  - Traffic Safety Fact Sheets

http://www.nhtsa.gov/NCSA
STATE TRAFFIC SAFETY INFORMATION (STSI)

- State Specific Safety Information
  - Safety performance measures
  - Fatality rates
  - Alcohol-impaired
  - Speed related
  - Safety belt/child safety seat use
  - Motorcycle helmet use

SELECTING A TRAFFIC RECORDS EXPERT
IDENTIFYING A TRAFFIC RECORDS EXPERT

- In-House Traffic Records Expert
  - SHSO staff
  - Personnel within your state agency

- Outsourcing Traffic Records Expert
  - Consultant
FATALITY ANALYSIS REPORTING SYSTEM
WHAT IS THE FATALITY ANALYSIS REPORTING SYSTEM (FARS)?

- Census of Fatal Traffic Crashes
  - Crash
  - Vehicles
  - People involved

- Data Gathered from State and Other Data Sources
  - Police accident reports
  - Driver/vehicle data systems
  - Hospital/EMS reports
  - Vital records
  - Coroner/medical examiner reports

- Transmitted to NHTSA Daily
SHSO OR OTHER STATE AGENCY?

- State FARS Analysts can be Located in your:
  - SHSO
  - Department of Transportation
  - Division of Motor Vehicles
  - State Highway Patrol
  - Department of Public Safety
  - Injury Monitoring Agency
WORKING WITH YOUR STATE’S FARS ANALYST

- Fatality Crash Reports
  - Copies of crash reports
  - Some FARS Analysts enter fatal crashes into Crash Database

- Analysis and Research on Policy Issues

- Respond to Queries from General Public, Legislators, Media, etc.

- Information for SHSO Web Site and Publications
  - State Traffic Crash Facts
  - Impaired Driving Facts
  - County-Specific Fact Sheets

- Input on Safety Training Materials and Curriculum
TRAFFIC RECORDS PROGRAM ASSESSMENT ADVISORY

- Guidance on Traffic Records Data Collection, Management, and Analysis
- Describes IDEAL Traffic Records System
  - Contents
  - Capabilities
  - Data Quality
- Approach for Traffic Records Assessment
MODEL PERFORMANCE MEASURES FOR STATE TRAFFIC RECORDS SYSTEMS

- Quantify Systemic Improvements to Traffic Records Systems
- Develop and Track Performance Goals
  - TR Strategic Plan
  - Highway Safety Plan
- Establish Measures for Specific Traffic Records Projects
- Support Data Improvement Goals in the SHSP

TRAFFIC RECORDS IMPROVEMENT PROGRAM REPORTING SYSTEM (TRIPRS)

- On-line Reporting System for State Traffic Records Information
  - State TRCC Information
  - Strategic Plan
  - TR Assessment Status
  - Performance Measures
  - TR Projects and Progress Reports
  - TR Data Systems

[Link to TRIPRS: http://www.nhtsa.gov/triprs]
NHTSA GO TEAMS

- Provide Technical Assistance or Training to Improve Traffic Records Data Collection, Management, and Analysis Capabilities
  - Small group of one to three subject matter experts
  - Address a smaller scale, short- to medium-term need
  - Requests should address a specific traffic records improvement need
- Identified by the TRCC and SHSO

http://www.nhtsa.gov/Data/Traffic+Records
EXAMPLE GO TEAMS TOPICS

Data Integration:
Evaluate available databases and facilitate discussion between data custodians to allow sharing and integration between agencies and suggest how integrated data could be used to identify problems and recommend and evaluate countermeasures.

Injury Surveillance:
Facilitate discussions with data managers and help explain the importance of linking injury data with crash data, how data will be used, and address confidentiality concerns in order to move towards a data sharing agreement or MOU.

Citation/Adjudication:
Help develop a “law table” to interpret the local charges and help States harmonize local and state statute citations so that more accurate data can be collected.

Source: NHTSA, “Requesting a NHTSA Go Team”, October 2012

http://www.nhtsa.gov/Data/Traffic+Records
NHTSA GO TEAMS (CONT.)

- Application Requirements
  - Describe the issue in sufficient detail
  - Submitted by state-designated representative via TRIPRS
  - Approved by SHSO and TRCC
  - Accepted on rolling basis
  - First-come, first-served

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State requests technical assistance on a specific TR issue

State, working with its Regional Program Manager, prepares an application for assistance

NHTSA identifies GO Team members and sends to State


http://www.nhtsa.gov/Data/Traffic+Records
U.S. DOT TRCC

- Comprised of NHTSA, FHWA, FMCSA, and RITA
- Coordinated Support for State Records Systems and Analysis through Member Agency Outreach, Training, Technical Assistance, and Grant Programs
- Better Utilize Departmental Resources, Identify Data Collection and Analysis Collaboration Opportunities, and Support The Integration of Traffic Records Data and Standards

http://www.dot.gov/trcc
CDC – WEB-BASED INJURY STATISTICS QUERY AND REPORTING SYSTEM (WISQARS)

- Interactive, On-line Database
  - Fatal injury data
  - Non-fatal injury data
  - Violent death data
  - Cost of injury data

- Data Parameters
  - Intent of injury
  - Mechanism/cause
  - Body region
  - Nature/type
  - Geographic location
  - Demographics

MODULE SUMMARY

- Data Analysis Resources
- Selecting a TR Data Consultant
- The Fatality Analysis Reporting System (FARS)
- NHTSA Resources