

## **Traffic Records - Problem Identification FY24 HSP**

Traffic records are the backbone for problem identification in all of the various traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and measure the success of previous efforts. While Utah has made great strides in the timeliness and completeness of most traffic records, the performance attributes of accuracy, integration, and accessibility could use improvement.

Our most recent accomplishments in our Utah Transportation and Public Safety (UTAPS) project are the achievement of data quality efforts, QCing of the reports, and locating processes that need improvement. The query model now has the ability to access the current data, which allows access to data in only a few days. Our latest timeliness rate of the crash data is 7.52 days which has decreased by 4.66 days compared to 2021's timeliness rate of 12.18 days.

One of our Traffic Records goals within UTAPS is to provide a system in which Utah can integrate other traffic safety data into the crash data. There is still improvement to be made in crash data and integration, beginning with Roadway and Citation data.

The Traffic Records Team continues the integration process of citation data within UTAPS. The UTAPS Team began receiving and collecting all traffic-related citations from the state according to Utah Traffic Codes entered in the citation records in October 2022. A separate database now houses the citation data and deployment into a single data warehouse that combines crash and citation data is underway.

The Department of Transportation and UTAPS is currently working on the final stages of integrating roadway data into UTAPS. The team is currently in the process of incorporating the final 5 elements: total through lanes, left-turn lanes, right-turn lanes, speed limit, and intersection. Our goal is to complete this process by the end of FY2023.

The Traffic Records Team has created a Crash Report Update Committee. This committee has been tasked with updating the current crash report to become more aligned with the MMUCC recommendations and the FARS requirements. One of our goals in updating the crash report is to make the crash report easy for the reporting law enforcement officers to understand when filling out a report. Once the committee agrees to all the changes, the Traffic Records Program Manager will meet with the vendors and have them update the current crash report with the required changes.

The Traffic Records Team will then work with UTAPS, to get the Crash Report Data Elements within the system updated. The team will also update Utah's DI-9 Training Manual and conduct law enforcement training throughout the state. Making these changes and conducting training will allow the reporting law enforcement officers to be more accurate when entering the data on the roadside.

The Traffic Records Team and UTAPS will continue to work with Numetric to allow for nightly crash data uploads. This allows the Utah Highway Safety Office to show live crash data in many different workbooks

on the Highway Safety website. The crash data allows the public and our partners to query the most up-to-date and accurate data.

Utah had its last Traffic Records Assessment in May 2019. The assessment results demonstrated the need to improve performance measures by gathering useful baselines and meaningful measures.

Utah's Performance measures for accuracy, completeness, and timeliness are still a work in progress. U-13 shows how effective the crash record transition has been as the average number of days between submission and occurrence for Utah motor vehicle crashes has reduced from 49.97 days in 2013 to 7.52 days in 2022.

These strategies are a part of a comprehensive, evidence-based effort to improve traffic safety with the ultimate goal of reducing the number of fatalities and injuries on our roadways.