

## TRAFFIC/CRASH RECORDS DATA ANALYSIS

**PROGRAM GOALS:** Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 85% in performance period Jan 1 – Dec 31, 2013 to 90% by performance period Jan 1 – Dec 31, 2015.



### Problem Identification and Program Justification

Motor vehicle traffic in Georgia reflects the State's unprecedented population growth and increases in the numbers of vehicles on the roads. Changes in Georgia's crash death rate per vehicle miles traveled yields a more comprehensive understanding of the State's crash problems.

	2005	2006	2007	2008	2009	2010	2011	2012
Traffic Fatalities	1,729	1,693	1,641	1,493	1,284	1,244	1,223	1,192
Fatalities Rate*	1.52	1.49	1.46	1.37	1.18	1.11	1.09	1.11
Crashes	347,652	342,156	337,824	306,342	286,896	290,611	296,348	330,102
Crash Rate*	3.06	3.01	2.98	2.72	2.63	2.66	2.69	3.07
Injuries	139,053	133,399	128,315	115,737	109,685	110,829	104,524	115,619
Injury Rate*	1.22	1.18	1.13	1.03	1.01	1.01	0.95	1.08
VMT(millions)	113,618	113,509	113,532	112,541	109,057	109,258	110,370	107,488

\*Rates are calculated per 100 million Vehicle Miles Traveled ++ Rates are calculated per million Vehicle Miles Traveled

There is a need to develop and maintain a repository of timely and accurate data related to motor vehicle crashes, injuries, and fatalities. This information is vital to the planning and programmatic functioning of law enforcement agencies (LEAs), governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, and the resources and funding for programs becomes more limited, the need for accurate data becomes more critical. Over the past year, Georgia has continued the expansion of electronic citation programs. The electronic crash reporting system also continues to be implemented. As of May 2014, 85% of the state's crash records now being submitted electronically.

The goal remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. This capacity is crucial to the planning, implementation, and evaluation of highway safety programs. It provides the foundation for programs to ensure they are adequately prioritized, data driven, and evaluated for effectiveness. Further, in order to support jurisdiction-level improvement programs, the system must have the capacity to produce reports and analyses at the local level. This capacity is now available from Appriss, the vendor who manages the state crash repository via contract with Georgia Department of Transportation (GDOT). The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. The State Traffic Records Coordinator, along with the Traffic Records Coordinating Committee (TRCC), operates from a strategic plan that guides the Committee's mission. The plan includes a long-range plan, support of the Traffic Records Coordinator, improvements in the process of crash location, better communication to reporting agencies, and support of the Crash Outcome Data Evaluation System.

In the next year, the TRCC will maintain and refine the progress achieved with several programs, and develop some other core data system elements. With the electronic crash reporting percentage approaching the 90 percent level, emphasis will expand to include improving the accuracy and completeness of the crash data. A joint effort with Appriss, GDOT, and Public Health representatives has begun to look at and address issues of duplicate and incomplete reports. Appriss has begun to review the data submitted by each RMS vendor to identify data elements that may have inadvertently changed due to software changes. This may enable the identification of data entry errors with some law enforcement agencies and prompt improvement in the completeness and/or accuracy of the reports at the origin.

The TRCC will also initiate a review and update of its Strategic Plan based on feedback from the 2014 Traffic Records Assessment, including a content revision, development of a Traffic Records Inventory, and defining the process for updating the Plan on an annual basis.

The 2014 Traffic Records Assessment will also be used to initiate efforts to expand the participation of selected core data system representatives, including Vehicle and Citation/Adjudication, with the goal of creating opportunities to promote and document the use of electronic citations.