Prepared by the University of Connecticut
CTSRC

For Use by Connecticut
Law Enforcement

Training Police Officers in Investigating Large Vehicle Crashes
CT's effort to improve CT's FMCSA's Safety Rating

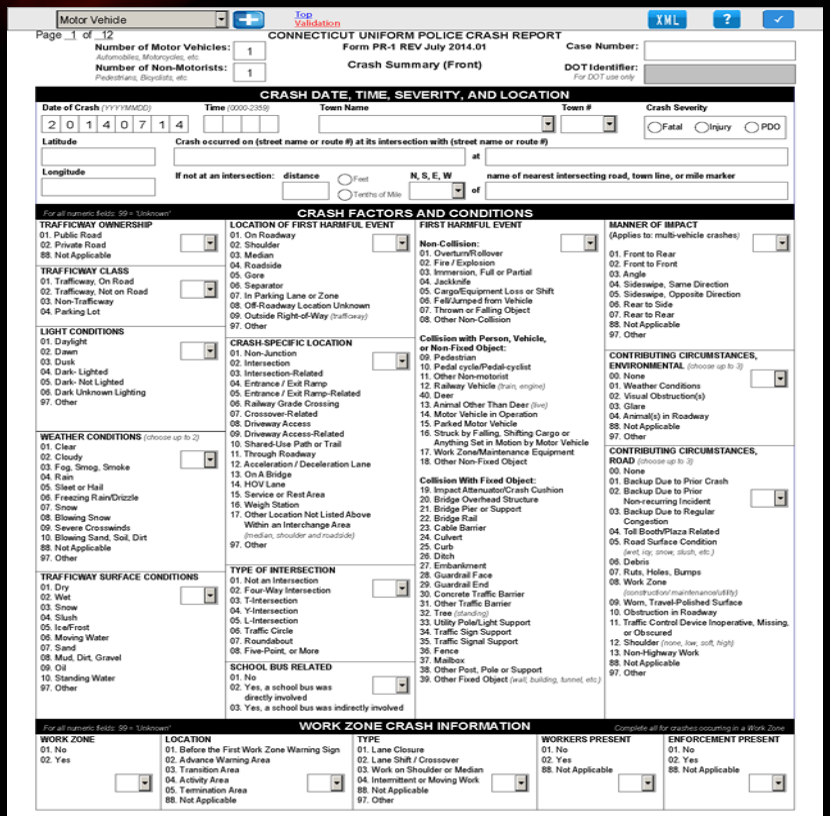
2016

FMCSA Crash Report Training

CT changed the method of collection from a 20 year old crash report to a fully electronic system.

MMUCC 4 Compliant System implemented on January 1, 2015

- New Form introduced with appendices to cover various aspects of crashes
  - *1. Heavy Vehicles/Commercial*
  - *2. Bicyclist*
  - *3. Passengers*
  - *4. Witness*
  - *5. Bus Passenger*
  - *6. Non-Motorist*



Motor Vehicle | Top Validation | XML | ? | ✓

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CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV July 2014.01

Crash Summary (Front)

Number of Motor Vehicles: 1 (Automobiles, Motorcycles, etc.)

Number of Non-Motorists: 1 (Pedestrians, Bicyclists, etc.)

Case Number:

DOT Identifier: (For DOT use only)

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash (YYYYMMDD): 20140714

Time (0000-2359):

Town Name:

Town #:

Crash Severity: ◯Fatal ◯Injury ◯PDO

Latitude:

Crash occurred on (street name or route #) at its intersection with (street name or route #):

at

Longitude:

If not at an intersection: distance ◯Feet ◯Tenths of Mile N, S, E, W of name of nearest intersecting road, town line, or mile marker

For all numeric fields: 99 = 'Unknown'

CRASH FACTORS AND CONDITIONS

TRAFFICWAY OWNERSHIP
01. Public Road
02. Private Road
88. Not Applicable

TRAFFICWAY CLASS
01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

LIGHT CONDITIONS
01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark-Unknown Lighting
97. Other

WEATHER CONDITIONS (choose up to 2)
01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

TRAFFICWAY SURFACE CONDITIONS
01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

LOCATION OF FIRST HARMFUL EVENT
01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way (trafficway)
97. Other

CRASH-SPECIFIC LOCATION
01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above Within an Interchange Area (median, shoulder and roadside)
97. Other

TYPE OF INTERSECTION
01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

SCHOOL BUS RELATED
01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

FIRST HARMFUL EVENT

Non-Collision:
01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

Collision with Person, Vehicle, or Non-Fixed Object:
09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle (train, engine)
40. Deer
13. Animal Other Than Deer (live)
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:
19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree (standing)
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object (wall, building, tunnel, etc.)

MANNER OF IMPACT (Applies to: multi-vehicle crashes)
01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL (choose up to 3)
00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

CONTRIBUTING CIRCUMSTANCES, ROAD (choose up to 3)
00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition (wet, icy, snow, slush, etc.)
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone (construction/ maintenance/utility)
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder (none, low, soft, high)
13. Non-Highway Work
88. Not Applicable
97. Other

For all numeric fields: 99 = 'Unknown' — **WORK ZONE CRASH INFORMATION** — Complete all for crashes occurring in a Work Zone

WORK ZONE
01. No
02. Yes

LOCATION
01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

TYPE
01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

WORKERS PRESENT
01. No
02. Yes
88. Not Applicable

ENFORCEMENT PRESENT
01. No
02. Yes
88. Not Applicable

FMCSA Crash Report Training

- Deficiency in Officer Training related to CV Crash Investigation
- Integrated limited CV training into MMUCC training
- CTDOT applied for a SADIP grant to improve Officer training related to Commercial/Heavy Vehicles

FMCSA Crash Report Training

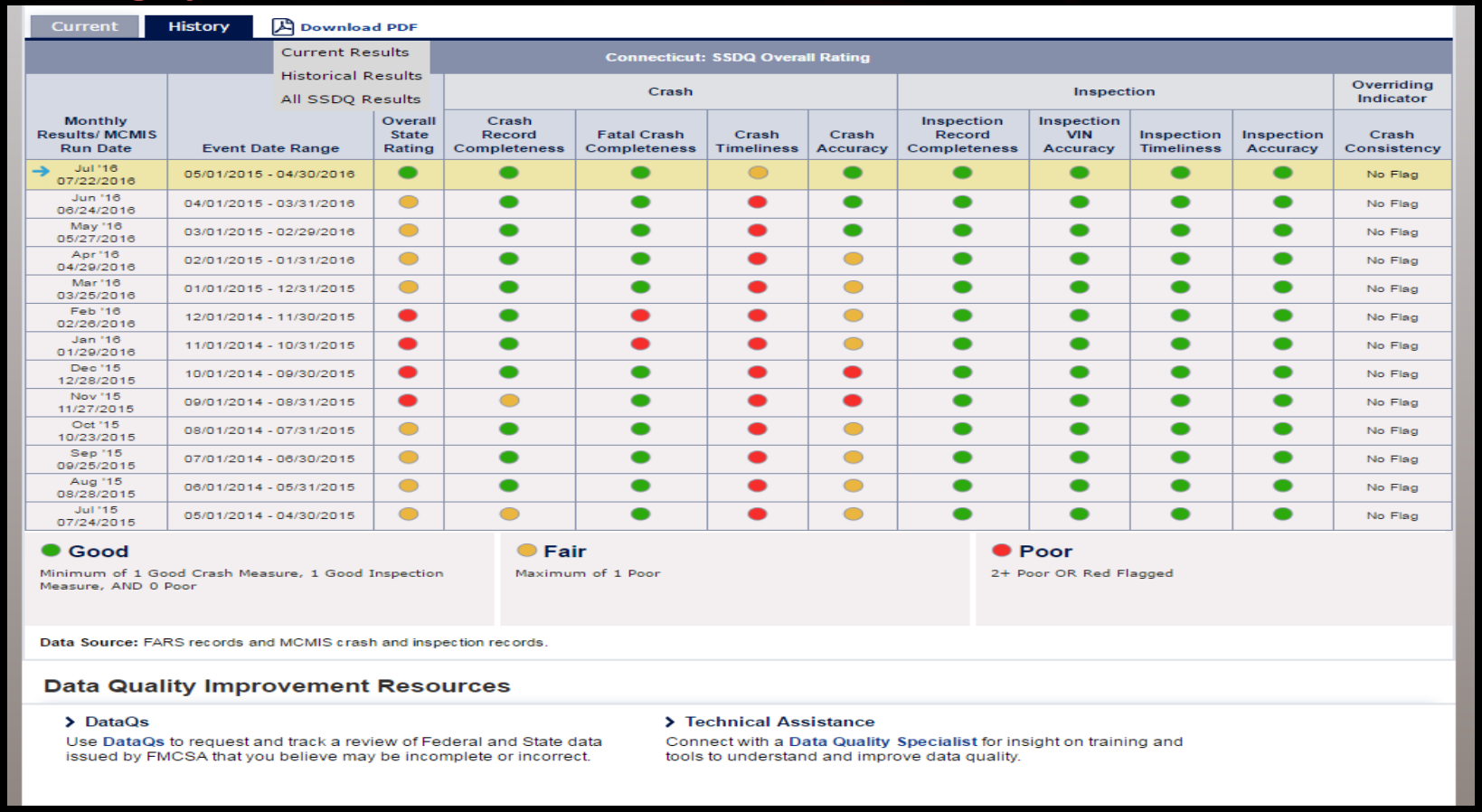
- **Results of the new MMUCC Form**
  - *All aspects of crash reporting improved*
  - *Low error/warning rate*
  - *More crashes reported*
  - *CT DOT backlog reduced dramatically*
  - *Reports are more consistent*
  - *Information captured is more robust than previous versions*

FMCSA Crash Report Training

- **Limitations of Basic MMUCC Course:**
  - *UCONN staff began to see the need for expanded training*
  - *UCONN/CT DOT was awarded the SADIP Grant from FMCSA*
  - *Staff met with Representatives of FMCSA to gain perspective of what CT was lacking*

FMCSA Crash Report Training

- While other aspects of Crash reporting were improving, CT's safety rating with FMCSA was declining dramatically
- CT was listed as "POOR" and was designated a "RED" state in FMCSA's rating system.



Current | History | Download PDF

Current Results
Historical Results
All SSDQ Results

Connecticut: SSDQ Overall Rating

Monthly Results/ MCMIS Run Date	Event Date Range	Overall State Rating	Crash				Inspection				Overriding Indicator
			Crash Record Completeness	Fatal Crash Completeness	Crash Timeliness	Crash Accuracy	Inspection Record Completeness	Inspection VIN Accuracy	Inspection Timeliness	Inspection Accuracy	Crash Consistency
Jul '16 07/22/2016	05/01/2015 - 04/30/2016	Good	Good	Good	Fair	Good	Good	Good	Good	Good	No Flag
Jun '16 06/24/2016	04/01/2015 - 03/31/2016	Fair	Good	Good	Poor	Good	Good	Good	Good	Good	No Flag
May '16 05/27/2016	03/01/2015 - 02/29/2016	Fair	Good	Good	Poor	Good	Good	Good	Good	Good	No Flag
Apr '16 04/29/2016	02/01/2015 - 01/31/2016	Fair	Good	Good	Poor	Fair	Good	Good	Good	Good	No Flag
Mar '16 03/25/2016	01/01/2015 - 12/31/2015	Fair	Good	Good	Poor	Fair	Good	Good	Good	Good	No Flag
Feb '16 02/26/2016	12/01/2014 - 11/30/2015	Poor	Good	Poor	Poor	Fair	Good	Good	Good	Good	No Flag
Jan '16 01/29/2016	11/01/2014 - 10/31/2015	Poor	Good	Poor	Poor	Fair	Good	Good	Good	Good	No Flag
Dec '15 12/28/2015	10/01/2014 - 09/30/2015	Poor	Good	Good	Poor	Poor	Good	Good	Good	Good	No Flag
Nov '15 11/27/2015	09/01/2014 - 08/31/2015	Poor	Fair	Good	Poor	Poor	Good	Good	Good	Good	No Flag
Oct '15 10/23/2015	08/01/2014 - 07/31/2015	Fair	Good	Good	Poor	Fair	Good	Good	Good	Good	No Flag
Sep '15 09/25/2015	07/01/2014 - 06/30/2015	Fair	Good	Good	Poor	Fair	Good	Good	Good	Good	No Flag
Aug '15 08/28/2015	06/01/2014 - 05/31/2015	Fair	Good	Good	Poor	Fair	Good	Good	Good	Good	No Flag
Jul '15 07/24/2015	05/01/2014 - 04/30/2015	Fair	Fair	Good	Poor	Fair	Good	Good	Good	Good	No Flag

Good
Minimum of 1 Good Crash Measure, 1 Good Inspection Measure, AND 0 Poor

Fair
Maximum of 1 Poor

Poor
2+ Poor OR Red Flagged

Data Source: FARS records and MCMIS crash and inspection records.

Data Quality Improvement Resources

› **DataQs**
Use DataQs to request and track a review of Federal and State data issued by FMCSA that you believe may be incomplete or incorrect.

› **Technical Assistance**
Connect with a Data Quality Specialist for insight on training and tools to understand and improve data quality.

FMCSA Crash Report Training

- **UCONN Staff researched the reports and determined:**
  - *Officers had never received any specialized training for CMV's*
  - *The previous report had a small "grey" section devoted to CMV's*
  - *Officers needed more information to properly document vehicles involved in crashes*

FMCSA Crash Report Training

- Started a dialogue with the CT DMV Commercial Vehicle Safety Division
  1. *The division is responsible for performing the MICSAP Upload to FMCSA*
  2. *They monitor trends in reporting*
  3. *They were having issues filtering through the reports from the new MMUCC PR-1 forms*
- Streamlined the upload process from CT DOT to CT DMV
- Utilizing National Institute for Safety Research (NISR) improved the exchange between CT DOT and CT DMV

FMCSA Crash Report Training

SADIP Project Overview:

- *Targeted information that was incomplete from the CT Police reports*
- *Defined areas of concern that were lacking in the reports related to CMV*
- *Developed Training curriculum that was "Everyday Police Friendly" with NISR's assistance*
- *Presented and refined training presentation*
- *Review with Police training cadre with experience in crash training and with CMV background*

FMCSA Crash Report Training

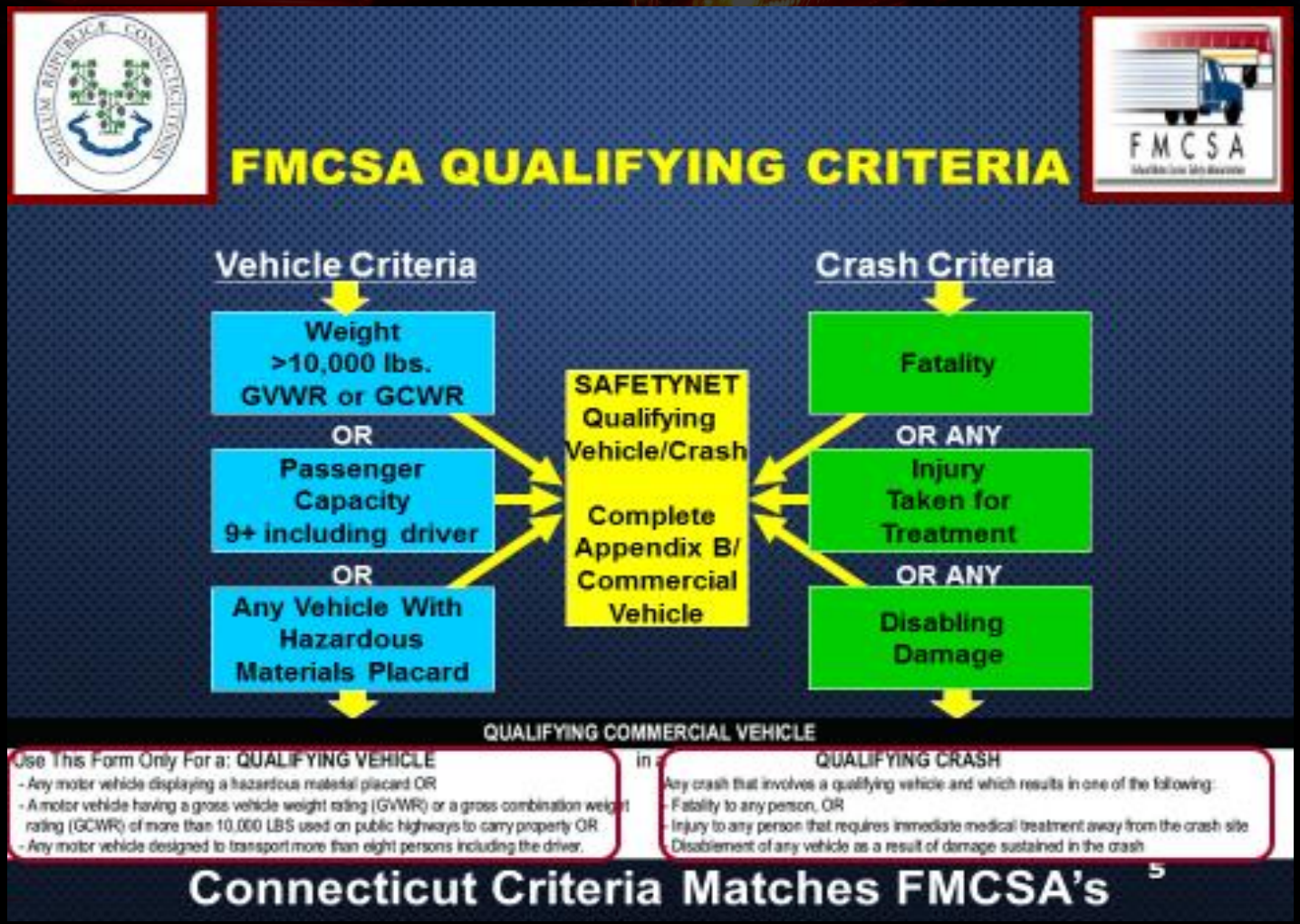
- **Training Class consisted of two parts:**
  - ***Three one hour block of training***

1. Properly identify Commercial Vehicle status
2. Properly identify Motor Carrier Identification
3. Properly identify Hazardous Materials

  - ***One hour of "hands on" with large vehicle and driver***

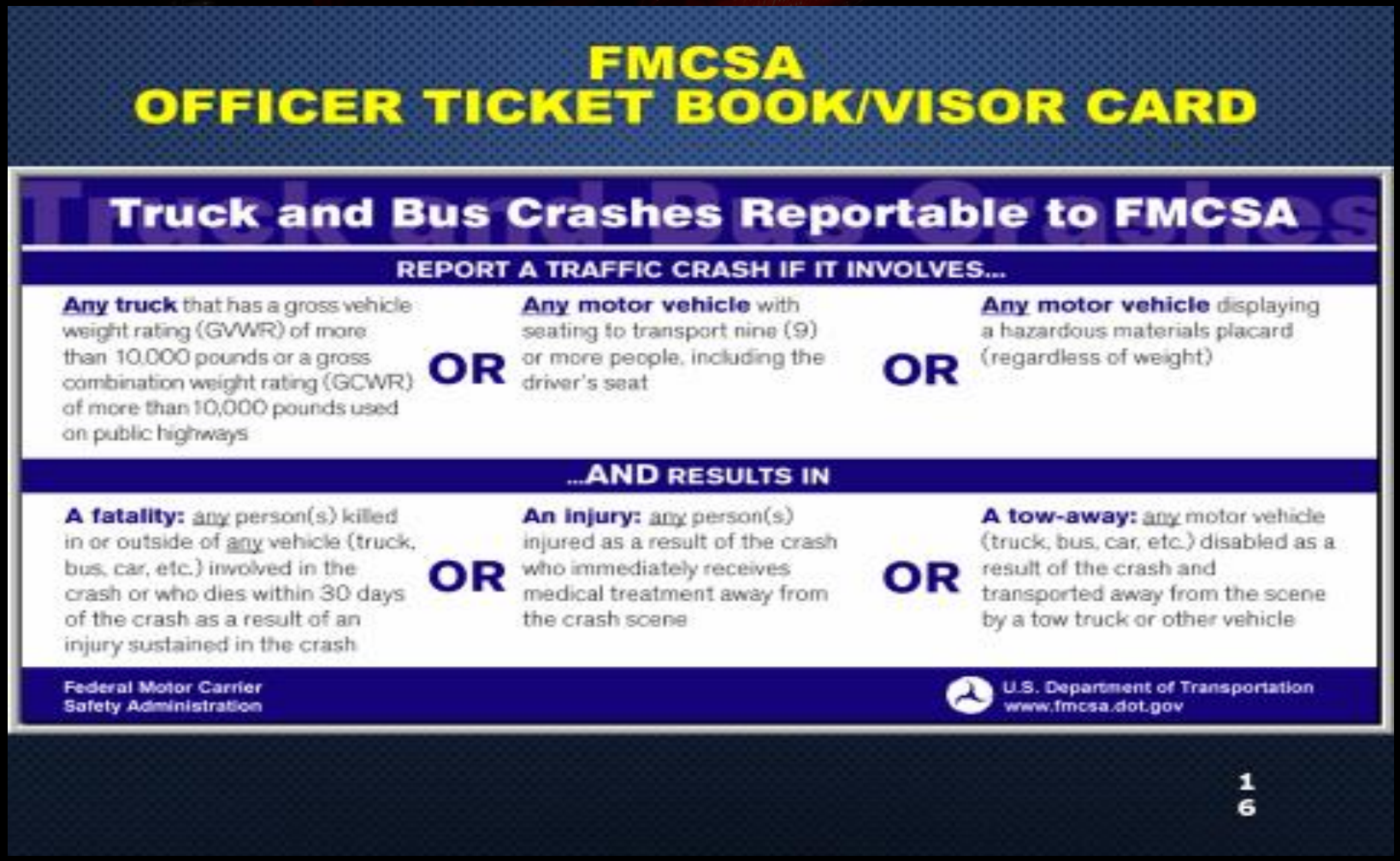
1. Collect Documents from driver/vehicle
2. Locate common areas where documents, VIN, and other safety paperwork may be placed.
3. Opportunity to meet a driver and ask questions under ideal conditions

FMCSA Crash Report Training



FMCSA Crash Report Training

Visor Cards Distributed to Officers



FMCSA Crash Report Training

CARRIER INFORMATION

CARRIER NAME: KEYSTONE FREIGHT CORP			US DOT NUMBER (8 digits, right justified): 1 8 9 1 6 9
STREET ADDRESS or P.O. BOX: 2820 16TH STREET			If no US DOT Number, please provide: STATE: AND STATE ISSUED ID NUMBER:
CITY: NORTH BERGEN	STATE or PROVINCE: NJ	POSTAL CODE: 07047	COUNTRY: United States

FMCSA Crash Report Training

ANY VEHICLE DISPLAYING A HAZARDOUS MATERIAL PLACARD

Use This Form Only For a: **QUALIFYING VEHICLE**

- Any motor vehicle displaying a hazardous material placard OR
- A motor vehicle having a gross vehicle weight rating (GVWR) or a gross combination weight rating (GCWR) of more than 10,000 LBS used on public highways to carry property OR
- Any motor vehicle designed to transport more than eight persons including the driver.

Any motor vehicle displaying a hazardous materials placard (regardless of weight)

Fuel or oil carried by the vehicle for its own use is NOT considered cargo and is not to be reported as HM Cargo or Spill

Training at Torrington PD
Hands on portion
Inspector Stafford Browne

FMCSA Crash Reporting Training

Officers Interacted with a Heavy Vehicle/Driver

Question and Answer with Instructor and CT DMV Commercial Vehicle Inspector

Document locations noted/ Other points of Interest on Vehicle

FMCSA Crash Report Training

- **Special Thanks!**
  - *CT DMV Commercial Safety Division was extremely helpful in assisting with the training*
  - *LT. Donald Bridge assigned an Inspector to attend every session*
  - *Made arrangements for a Commercial Truck and a Driver to be present for the hands on portion of the class*

FMCSA Crash Reporting Training

UConn Crash Data Liaison
Contact Information

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