

# Why Change? Why Now?

Connecticut's PR-1 was last updated in 1995.

Over the last 20 years significant changes have occurred with respect to automobile and data collection technologies.

In response to requests from the law enforcement community, the Department of Transportation has embarked on a mission to modernize both the data collected and support more efficient methods of electronic data capture and submission.

This initiative is timely in the fact that the latest national guideline on crash data, the Model Minimum Uniform Crash Criteria (MMUCC) Version 4 was released in the fall of 2012.

MMUCC is a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. The Guideline is designed to generate the information necessary to improve highway safety within each state and nationally.

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MORE INFORMATION:



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## The New Connecticut PR-1



## How Has the Data Collected by Law Enforcement Changed?

- Vehicle Maneuver Prefix and Suffix have been eliminated
- Multiple entries are now allowed to describe contributing circumstances
- Data fields have been updated to reflect new technology (e.g. airbags, cell phones, etc.)
- Distracted driving data now collected
- New and improved edit rules have been developed with law enforcement feedback
- New data elements have been added to aid in safety analysis and crash prevention
- Crash data now compliant with MMUCC national guidelines to aid in obtaining/sustaining federal funding

## How Were Changes Made?

- Two full day workshops and one webinar were held with law enforcement to gain feedback on drafts of the new forms.
- Police departments from across the state were invited to attend and suggest edits to the form
- CTDOT with the assistance of the Capital Region Council of Governments (CRCOG) assembled data committees to review the new MMUCC data elements and select which elements should be collected as part of the New PR-1
- The Connecticut Police Chiefs Association (CPCA) was involved in the distribution of a survey of all Police Departments across the state to discover which technologies are currently being used to collect crash data in Connecticut
- A workgroup was established within CTDOT to ensure the new data elements would collect the necessary data to meet the engineering and transportation safety data needs

## When Will the Changes Go Into Effect?

**January 1, 2015**

## What Major Changes Have Been Made to the Paper Form?

It is CT DOT's intent to make the paper form available electronically to support improved accuracy and ease of completion. To view the proposed new PR-1 paper form, please go to the following DOT Web site <http://www.ct.gov/dot>

- **Overlays Eliminated:** Values for each of the fields are integrated into the form
- **Supplemental forms** have been developed to aid in rare event data collection

## What are the Benefits?

- Implementation of MMUCC will improve the quality of CT's crash data and the ability of highway safety planners to accurately define our highway safety problems.
- Standardized data elements and definitions enable the crash data to be shared and compared at all levels.
- Software for crash data entry is easier to develop for statewide implementation when the data elements and definitions are uniform.
- Comprehensive crash data are necessary to determine which countermeasures are most effective.
- This information is useful for targeting resources so they will have the most impact on reducing deaths, injuries, injury severity and health care costs.
- Law enforcement agencies throughout the State will have better data to support problem identification and results oriented solutions in their highway safety grant applications to the CTDOT
- The availability of more accessible and complete crash data. UConn has established a crash data repository which is now available to all law enforcement agencies to retrieve their data. For more information, you can click on the following link. <http://s.uconn.edu/ctsrc>