UTC Project Information	
Project Title	Streamlining the Crash Reporting Process in the Pacific Northwest
University	University of Idaho
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Funding Source(s) and Amounts Provided (by each agency or organization)	University of Washington PacTrans $120,000 University of Idaho $80,000 Oregon State University $40,000
Total Project Cost	$240,000
Agency ID or Contract Number	DTRT13-G-UTC40
Start and End Dates	December 16, 2016 – January 31, 2018
Brief Description of Research Project	There are over five million traffic crashes reported annually in the United States, and vehicle crashes on public highways alone result in over 840,000 injuries and 1,700 fatalities annually. Given the sheer volume of incidents and with the required multiple handoffs between different parties, the likelihood for transmission error and interpretation deviation necessitate a comprehensive cradle-to-grave examination of this reporting process. Furthermore, each state has developed its own independent tracking system, thereby rendering data comparisons across states boundaries to be somewhat inconsistent. These collective issues justify the need to examine crash reporting and to identify a process where data entry is streamlined to best meet the needs of all system users, which include, but are not limited to: law enforcement, local and state agency data analysts, national and state agency safety offices, and researchers and academicians who must rely on good data to draw conclusions and recommend purposeful safety improvements.

Describe Implementation of Research Outcomes (or why not implemented) Place Any Photos Here	This project determined where the introduction of potential errors occur in each state's reporting process and the respective causes. Based on the results from semi-structured interviews and a regional online survey, significant opportunities to improve crash report forms and officer training practices were identified. Officers within the same agency often apply different classifications for identical crash scenarios, as are different agencies within the same state. Adjacent states are using different data collection methods, and forms are not meeting the national standard as laid out in the Model Minimum Uniform Crash Criteria, a document published by NHTSA. The successful implementation of these recommended next steps, however, requires further collaborative discussion by crash report stakeholders and an intentional willingness to change many long-standing protocols.
Impacts/Benefits of Implementation (actual, or anticipated)	A restructure of crash reporting to a single electronic platform could be administered throughout the United States and used to compare data collection efforts, thereby aiding in improvements to software applications and streamlining future efforts. Additional opportunities also exist to strengthen existing training programs so that crash data are comprehensively and consistently compiled to accurately represent real-world conditions and benefit all end users.
Web Links • Reports • Project Website	Web-based applications were not developed as part of this study.