



Connecticut Crash Data Repository

User Guide

The Connecticut Crash Data Repository (CTCDR) User Guide will outline the basic and advanced features of the CTCDR and how they function. If you would like additional information on how to use the repository or data limitations, please contact Dr. Eric Jackson at Eric.D.Jackson@uconn.edu or Marisa Auguste at Marisa.Auguste@uconn.edu.

Table of Contents

Table of Contents	1
Table of Figures	2
I. Introduction	3
A. How to Register	3
B. Notice to Users	4
II. Connecticut Crash Data Repository	5
A. Basic Users Tools	6
1. Basic Report Tool	7
2. Crash Dashboards	9
i. CAST Dashboard 2010-2014	10
ii. CAST Dashboard 2017 – Present	11
iii. Crash Emphasis Dashboard 2017- Present	11
B. Advanced Users Tools	13
1. CTDOT Dataset: Main Query Criteria	14
2. CTDOT Dataset: Additional Criteria	15
i. Crash	15
ii. Traffic Unit	15
iii. Involved Persons	16
3. CTDOT Dataset: Query Results	17
4. MMUCC Dataset: Main Query Criteria	20
5. MMUCC Dataset: Additional Criteria	21
i. Crash	21
ii. Vehicles	22
iii. Motor Vehicles	23
iv. Persons	23
v. Motorists	23
vi. Non-Motorists	24
vii. Road Characteristics	24
6. MMUCC Dataset: Query Results	25
7. Crash Hotspot Mapping	27
III. Acknowledgments	31
IV. Contact Information	31

Table of Figures

Figure 1: CTCDR Home Bar	3
Figure 2: CTCDR Home Page	5
Figure 3: Traffic Fatality Ticker	5
Figure 4: Basic Report Tool	7
Figure 5: Basic Crash Report	8
Figure 6: Crash Dashboard Homepage	9
Figure 7: Search Criteria Page	10
Figure 8: Census Data – Race Demographics by Town	10
Figure 9: Census Data – DVMT by Town	10
Figure 10: CAST Dashboard – Crash Conditions Page	11
Figure 11: CAST Dashboard – Roadway Features 1 Page	11
Figure 12: CAST Dashboard – Demographics Page	11
Figure 13: Data Query Tool (CTDOT)	14
Figure 14: Crash Criteria (CTDOT)	15
Figure 15: Traffic Unit Criteria (CTDOT)	15
Figure 16: Involved Person Criteria (CTDOT)	16
Figure 17: Query Results Screen (CTDOT)	17
Figure 18: Add Summary Selection Box	18
Figure 19: Summary Table Results	18
Figure 20: Route Histogram Button	19
Figure 21: Visible Column Selections	19
Figure 22: Data Query Tool (MMUCC)	20
Figure 23: Crash Criteria (MMUCC)	21
Figure 24: Vehicles Criteria (MMUCC)	22
Figure 25: Motor Vehicles Criteria (MMUCC)	23
Figure 26: Persons Criteria (MMUCC)	23
Figure 27: Motorists Criteria (MMUCC)	23
Figure 28: Non-Motorists Criteria (MMUCC)	24
Figure 29: Road Characteristics Criteria (MMUCC)	24
Figure 30: Query Results Screen (MMUCC)	25
Figure 31: Hotspot Map with Crash Clusters	27
Figure 32: Hotspot Map with Heat Density	27
Figure 33: Crash Cluster Map Feature	28
Figure 34: Close-up Crash Markers	28
Figure 35: View Map by Criteria Button	29
Figure 36: Hotspot Map with Month Criteria	29
Figure 37: Hotspot Map with Street View	30
Figure 38: Hotspot Map with Crash Description Box	30

Introduction

The Connecticut Crash Data Repository (CTCDR), was developed in 2011 by engineers and information technologists at the Connecticut Transportation Institute at the University of Connecticut (UConn). Funding for the CTCDR was provided by the Traffic Records Coordinating Committee (TRCC), which is managed by the Connecticut Department of Transportation's (CT DOT) Highway Safety Office (HSO). The CTCDR is a web tool designed to provide access to select motor vehicle crash information collected by state and local police. This data repository enables users to query, analyze and print/export the data for research and informational purposes. The CTCDR provides registered users with timely, accurate, complete, and uniform crash data. Before the creation of the CTCDR, Connecticut had two distinct repositories for motor vehicle crash data: one with the CT DOT and the other with the Department of Public Safety (DPS). In addition to two large- scaled repositories, there were numerous small- scale repositories retained at local police departments throughout the state. However, these crash data repositories were not easily linked to roadway information, traffic volumes, or land use data. Having the information from all these databases assembled into a single data repository reduces duplicative effort on the part of State agency employees and researchers on projects funded by the State.

The repository provides unprecedented public and private access to crash data to allow users to research crash safety in their neighborhood, town, county, or state. The DPS and CT DOT databases were merged to form one complete dataset: CTDOT (1995-2014). A second dataset: MMUCC (2015-) was developed in January 2015 to house crash data captured on the revised Connecticut Uniform Police Crash Report, better known as the PR-1. Prior to PR-1 revisions in 2015, certain crash elements driver behavior, were not being collected which meant that critical highway safety issues were not being addressed. The PR-1 revision followed the Model Minimum Uniform Crash Criteria (MMUCC) guidelines, a national standardization for recording attributes and elements of motor vehicle crashes. The revised PR-1 crash report provides data fields for collecting information regarding drivers' actions in the moments leading up to and in the aftermath of a crash. Gathering this information aligns with the State's reinforced emphasis on data driven performance measures and goals.

How to Register

To gain access to the CTCDR, users will need to register with a valid email address. Providing an email address allows the CTSRC research team to gain a better understanding of who is using the repository so we can continue to tailor tools to meet the needs of high-end users. On the welcome page, click on the 'Register' button to provide your contact information and set your own login and password. Once you have registered, you will be able to log in and use all available query tools.



Fig. 1: CTCDR Home Bar

Notice to Users

- New data is added to the repository every night.
- All personal and privileged information has been removed to protect the identity of those involved.
- For crashes occurring before 2007 and between March 2011 to December 2011, property damage only (PDO) crashes occurring on local roads were not recorded in the CT DOT database. Therefore, PDO crash totals will vary significantly over these periods for no reason other than the data were not recorded for these crashes.
- New features are under development, and existing components undergo frequent changes. Please excuse any inconvenience ongoing development might cause.
- The repository is optimized for usage with [Firefox](#) and [Google Chrome](#). Full support of other browsers will be added soon.
- **Crash data is based on the information the officer was able to obtain during his or her investigation. Some information, such as what the driver was distracted by, may be incomplete due to lack of evidence for such details.**

Connecticut Crash Data Repository

UCONN Connecticut Crash Data Repository

[Main Menu] User: *not logged in* Login Register User Guide

The Connecticut Crash Data Repository (CTCDR) is a web tool designed to provide access to select crash information collected by state and local police. This data repository enables users to query, analyze and print/export the data for research and informational purposes. The CTCDR is comprised of crash data from two separate sources; The Department of Public Safety (DPS) and The Connecticut Department of Transportation (CTDOT).

The purpose of the CTCDR is to provide members of the traffic-safety community with timely, accurate, complete and uniform crash data. The CTCDR allows for complex queries of both datasets such as, by date, route, route class, collision type, injury severity, etc. For further analysis, this data can be summarized by user-defined categories to help identify trends or patterns in the crash data.

Connecticut Traffic Deaths
Year to Date as of August 7th

2020	2019	2018	2017
174	146	172	161

Preliminary Year-End Total

UCONN 2019 263

Basic Users: Crash Dashboard, Basic Report Tool

Advanced Users: Data Query Tool

Notes to users:

- New data is added to the repository nightly.
- The data provided by CTDOT does not contain personal or private information.
- For crashes occurring before 2007 and between March 2011 to December 2011, property damage only crashes occurring on local roads were not recorded in the DOT database. Therefore, PDO crash totals will vary greatly over these time periods for no reason other than the data were not recorded for these crashes.
- New features are under development and existing components undergo frequent changes. Please excuse any inconvenience ongoing development might cause.
- The repository is optimized for usage with [Firefox](#) and [Google Chrome](#). Full support of other browsers will be added soon.
- This data is based on the information the officer was able to obtain during his or her investigation. Information such as what the driver was distracted by may not be complete due to a lack evidence for these details.

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository User Guide Contact Us

Fig. 2: CTCDR Home Page

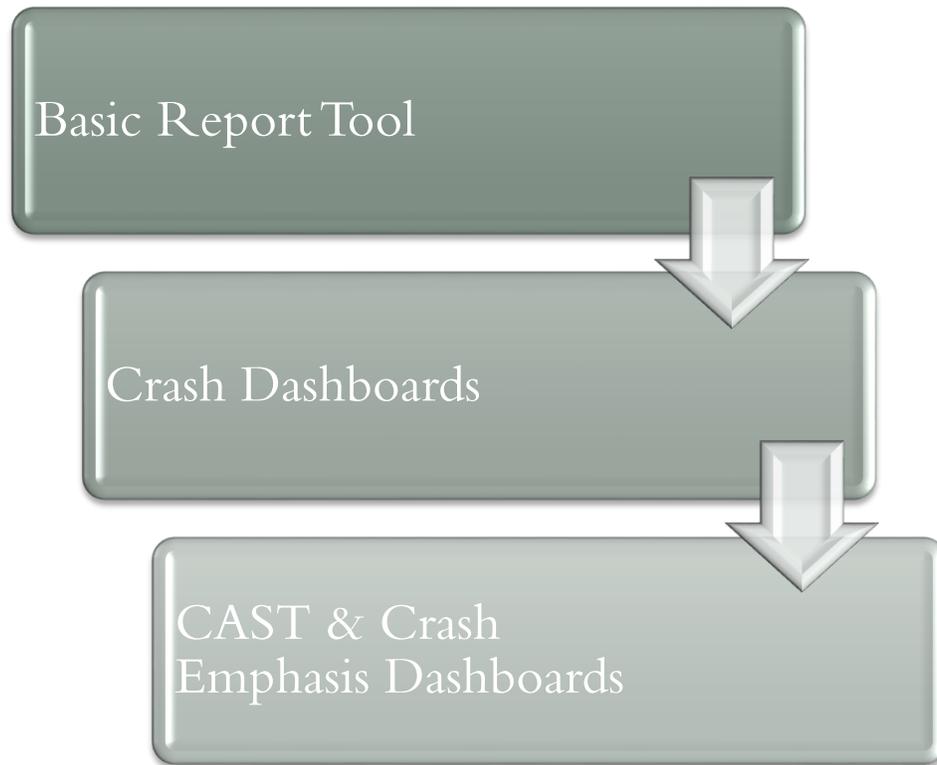
The query tools in the repository are divided into Basic and Advanced Users query tools. This users' guide will walk you through how to use these tools to obtain your desired crash data. Depending upon what crash data the user is trying to obtain, it may not be necessary to use the extensive options provided within the advanced data query tool. The Basic Users' Tools are great for collecting general information about Connecticut motor vehicle crashes and the Advanced Users' Tools make conducting statistical tests such as trend analysis easier.



Fig. 3: Traffic Fatality Ticker

In addition to the Basic and Advanced Users' tool options, the CTCDR homepage also features a Traffic Fatality Ticker (Fig. 2). The ticker displays the total number of Connecticut traffic-related deaths that have occurred year to date for the last four years. The preliminary year-end total of traffic fatalities for the previous calendar year is also presented. The Traffic Fatality Ticker is updated on a bi-monthly basis.

Basic Users Tools



Basic Report Tool

The Basic Report Tool was developed specifically for law enforcement to provide them with the crash data for various enforcement grants. Officers can produce a basic crash report that displays the total number of crashes, fatalities, and injuries for the crash type related to a particular enforcement grant. Figure 4 displays the Basic Report Tool layout, including numerous query options. Officers have the option to select data for any five-year period going back to 2015. Listed under the 'Available Reports' drop-down menu, are now **six** enforcement grant options: **DUI, Speed, Aggressive Driving, Click It or Ticket** and now **Bicycle** and **Pedestrian**. Additional selection options are listed below.

Fig. 4: Basic Report Tool

1 Report Date Settings: Select your years

2 Available Reports: Select your report type. Choose from the following:

- DUI Enforcement Grant
- Speed Enforcement Grant
- Bicycle Grant
- Click It or Ticket Grant
- Aggressive Driving Enforcement Grant
- Pedestrian Grant

3 Road Classification (optional): Select your road type. Choose from the following:

- Rural or Urban
- Route Class: *Interstate; US Route; State Route; Local Route; Unspecified*

4 Crash Location: Select your location of interest. Choose from the following:

- Town
- County
- Council of Government (COG)
- Metropolitan Planning Organization (MPO)
- DOT District
- Police Agency (i.e., Hartford PD)
- CSP Troop (i.e., Troop A)

Figure 5 displays a Pedestrian Grant generated with the Basic Crash Report for Stamford Police Dept. from 2015–2020. As the CTCDR does not yet contain citation data, this field is left blank for the officer to fill in. A place for officers to provide information for a reliable point of contact at their department should the CT DOT need to discuss their grant application is also included.

Please be advised that the requirements for the DUI Enforcement Grant have recently changed and now require agencies to provide five (5) years of crash data for their grant applications.

UConn
Connecticut Crash Data Repository

Summary: Pedestrian related crashes for the years between 2015 and 2020 in Stamford PD.

Road Classification: Any Route class. Any Rural or Urban.

PROJECT TITLE	APPLICANT

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION (CONTINUED):

DATA MUST INCLUDE PEDESTRIAN-RELATED FATAL AND INJURY CRASH DATA.

Pedestrian Crashes in Stamford PD					
2015	2016	2017	2018	2019	2020
96	118	83	93	103	37

Pedestrian Fatalities in Stamford PD					
2015	2016	2017	2018	2019	2020
2	4	2	1	1	0

Pedestrian Injuries in Stamford PD					
2015	2016	2017	2018	2019	2020
112	124	94	105	108	45

Pedestrian Citations in Stamford PD					
2015	2016	2017	2018	2019	2020
N/A	N/A	N/A	N/A	N/A	N/A

You must provide point of contact information for this grant
 (This would be the person who is the day-to-day point of contact)

Name of Contact:

Contact Title:

Work Phone:

Cell Phone:

FAX No.:

Email Address:

Fig. 5: Basic Crash Report

Crash Dashboards

The Crash Dashboards were created to replace two data reports generated by CT DOT, The Connecticut Accident Summary Tables and the Accident Experience Summary Report. The dashboards, built with the data visualization software Tableau®, are intended to provide the user with a multi-page summary report of crash data from only a few simple query selections. There are three separate dashboards, all with similar layouts and features, but each containing a different subset of crash data. Each dashboard is explained in greater detail in the next sections.

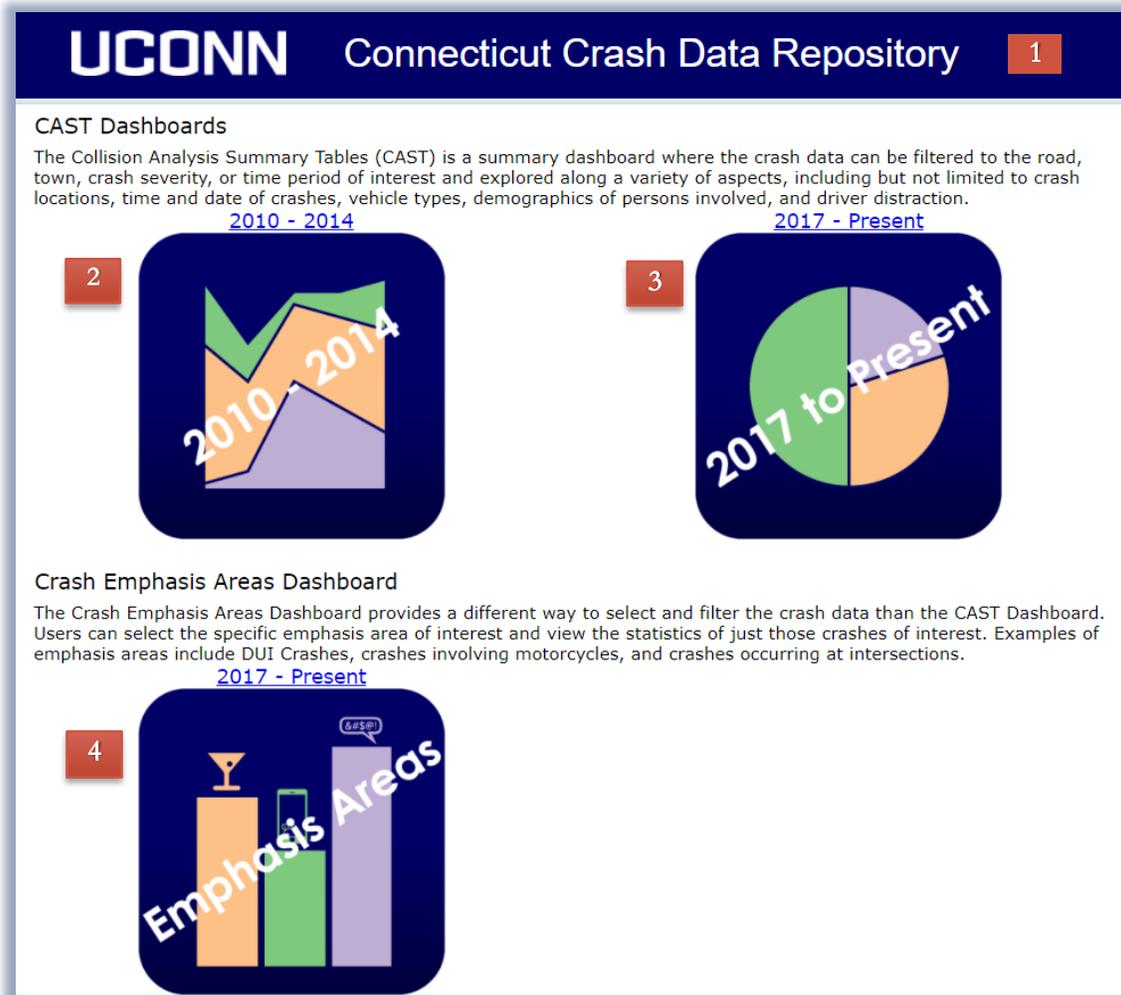


Fig. 6: Crash Dashboard Homepage

- 1 Header:** click at any time to return to the home page.
- 2 2010 to 2014 CAST Dashboard:** Crash data from 2010–2014. Includes 2010 town-level Census data.
- 3 2017 to Present CAST Dashboard:** Crash data from 2017 to present day, collected on the MMUCC revised PR-1 crash report.
- 4 2017 to Present Crash Emphasis Dashboard:** Crash data from 2017 to present. Users can select specific emphasis areas of interest and view related statistics. (i.e., DUI, Motorcycle, Pedestrian)

CAST Dashboard (2010 - 2014)

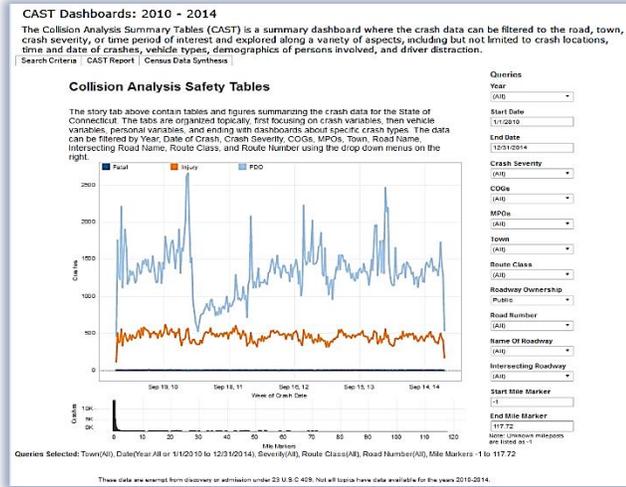


Fig. 7: Search Criteria Page

The CAST Dashboards are comprised of 26 pages of interactive charts and graphs of crash data. The pages are organized to cover a range of crash data. All query options are made on the first tab labeled ‘Search Criteria’, by selecting from the drop-down menus. The center graph on the first page exhibits the total number of Fatal, Injury, and Property Damage Only crashes for the selected calendar years by week. When choices are made for a query, this graph will update to reflect the selections in real-time. The 2010-2014 CAST Dashboard includes crash data whose variables have been formatted to fit the new Model Minimum Uniform Crash Criteria (MMUCC) categories on the revised PR-1 crash report form. Unfortunately, not all of the new fields are applicable to crash data prior to 2015 simply because the data was not being collected. Because of this, some fields may be blank, such as Driver Distraction.

Census Data

Census data is also available within the dashboards, under the 2010-2014 CAST Dashboard. Data source descriptions are listed on the first page. The census data is compiled from the state’s 2014 daily vehicle miles traveled and road mileage, 2010-2014 crash data and 2010-2014 population data from the American community survey. The pages display population totals by age, gender, and personal income for each Connecticut town. Also included are town crash totals by DVMT and Miles of Roadway. The last page provides a summary table of data from the previous pages.

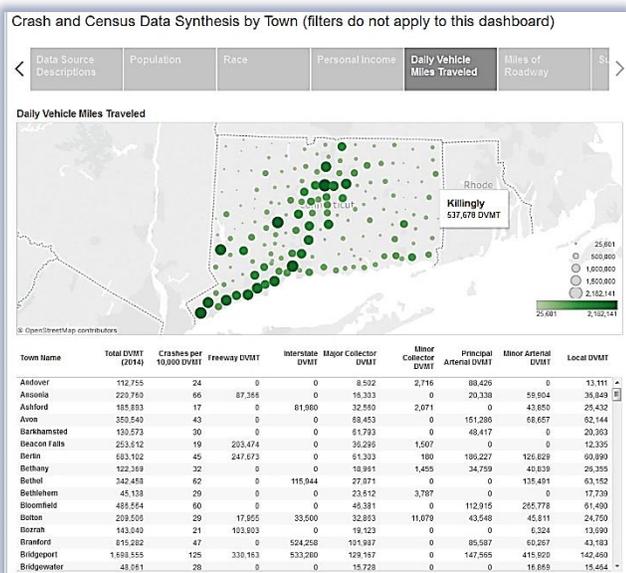


Fig. 9: Census Data – DVMT by Town

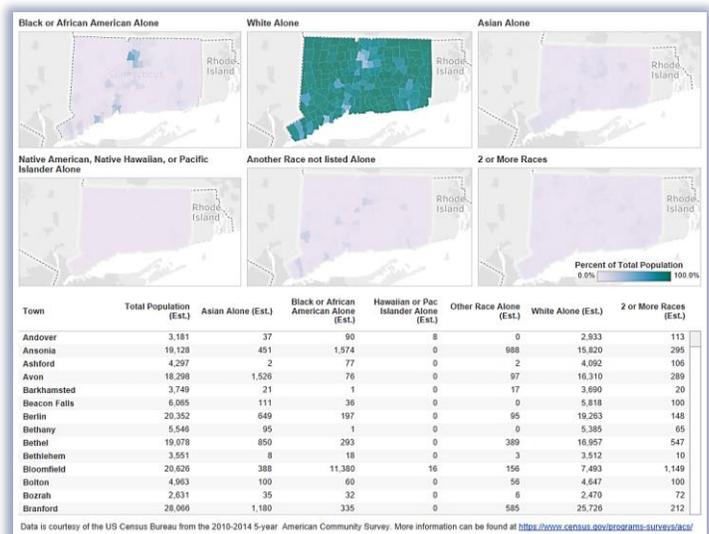


Fig. 8: Census Data – Race Demographics by Town

CAST Dashboard (2017 - Present)

The data starts with broad crash factors such as crash severity, time and date of crash and roadway features. Then vehicle information is displayed, including vehicle crash events and vehicle actions. Information about persons involved in the crash is detailed in the next section. This data includes condition at the time of crash as well as data pertaining to distracted drivers. Crash emphasis areas such as pedestrians, motorcycle crashes, and work zone crashes are provided on the final few pages. Hovering your mouse over any point in the graphs in the dashboard will cause a tooltip textbox to appear, providing some information

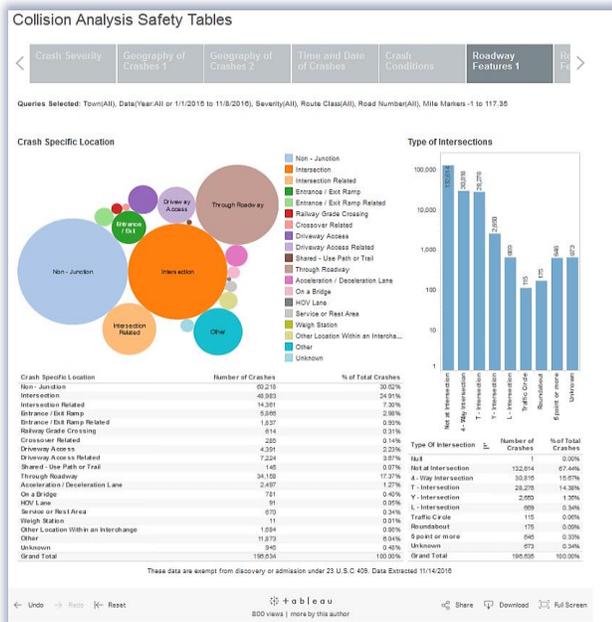


Fig. 11: CAST Dashboard - Roadway Features 1 Page

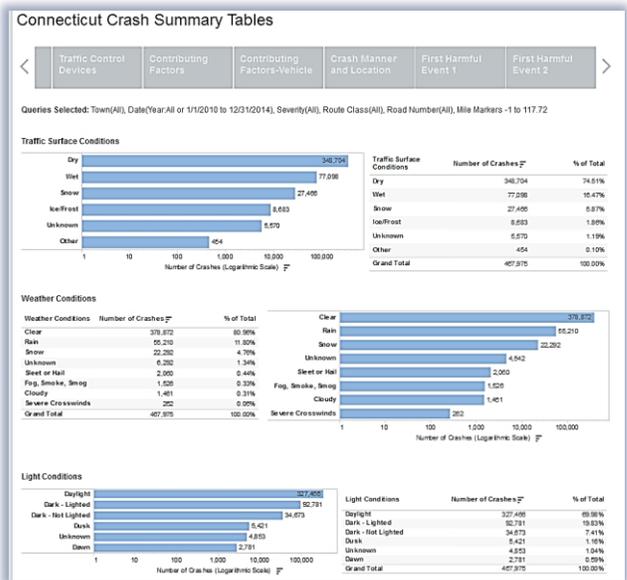


Fig. 10: CAST Dashboard - Crash Conditions Page

about that data point. The 2017-Present CAST Dashboard includes crash data from January 1, 2017, to present day, collected on the MMUCC revised PR-1 form.

**Please take note that all graphs within the dashboards are set to a logarithmic scale. This is done intentionally to make the data more visible, but please be aware if you choose the graphs in presentations.*

Crash Emphasis Dashboards (2017 - Present)

The Crash Emphasis Areas Dashboards provides users with the ability to view crash data for specific emphasis areas such as roadway departure or crashes involving young drivers. This dashboard is smaller, containing only 15 pages of crash figures and the last **three years** of crash data. Many of the pages contained in the original dashboards were removed because they duplicated some of the emphasis area selections.

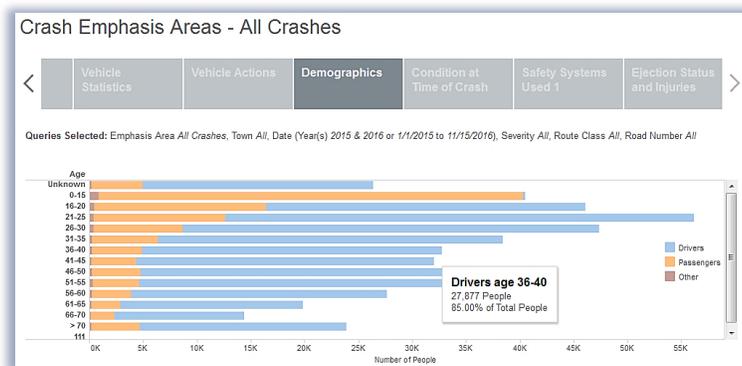


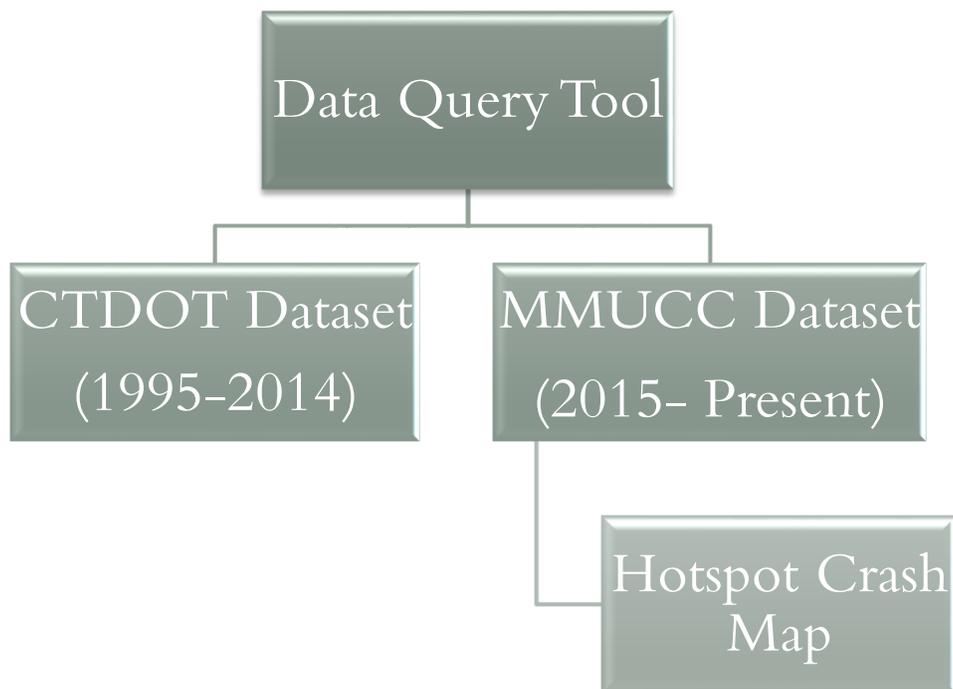
Fig. 12: CAST Dashboard - Demographics Page

The descriptions for each emphasis area is located under the second tab. The query descriptions explain how the crash data is filtered. For instance, if you wanted crash data for both bicyclists and pedestrians, you would select the non-motorist crash option. However, the pedestrian and bicyclists crash emphasis selections gives you the option to get data for each population.

Crash Emphasis Dashboard Query Descriptions are as follows:

- **Fatal Crashes** – All crashes where at least one person involved was fatally-injured. These data are based upon only the crash reports. The reports are delayed until the investigation is completed, which, in the case of fatal crashes, can take three to six months at a minimum. Therefore, crash counts for fatal crashes may conflict with other sources because the final crash report had not been filed at the time of the last update.
- **DUI Crashes** – Crashes where at least one driver involved is identified as under the influence of Medication, Drugs, or Alcohol at the time of the crash in the accident report.
- **Young Drivers** – Crashes where at least one of the drivers involved is between the ages of 15 to 25.
- **Crashes involving Motorcycles** – Crashes where at least one of the vehicles involved is a motorcycle.
- **Non-Motorist Crashes** – Crash where at least one of the people involved in the crash is either a bicyclist or a pedestrian.
- **Pedestrian-involved Crashes** – Crash where at least one of the people involved in the crash is a pedestrian.
- **Bicyclist-involved Crashes** – Crash where at least one of the people involved in the crash is a bicyclist.
- **Work Zone Crashes** – Crashes that were related to the presence of a Work Zone.
- **Crashes involving School Buses** – Crashes where at least one vehicle involved is a School Bus.
- **Crashes involving ATVs** – Crashes where at least one vehicle involved is an All-Terrain Vehicle (ATV).
- **Roadway Departure Crashes** – Crash where at least one driver's action was driving off of the roadway.
- **Intersections Crashes** – Crashes that occurred at an intersection or are intersection-related.
- **Railroad Crossing Crashes** – Crashes that occurred at a railroad grade crossing.
- **Crashes involving Transit Buses** – Crashes where at least one vehicle involved is a Transit Bus.
- **Federal Motor Carrier Safety Administration (FMCSA) Qualifying Crashes** – Crashes where at least one vehicle involved is an FMCSA qualifying vehicle and where there was either 1) a fatality, 2) an injury requiring transportation to a medical facility, or 3) disabling damage to one of the vehicles involved.
- **Crashes Involving Motor Coaches** – Crashes where at least one vehicle involved is a Motor Coach.
- **Crashes Involving a Wrong Way Vehicle** – Crashes where at least one vehicle was listed as traveling on the wrong side of the wrong direction.
- **Wrong Way Drivers Only** – Data are restricted to the driver and vehicle that was recorded traveling on the wrong side or wrong way. No other vehicles or people involved in the crashes are included.
- **Motorcycle Riders Only** – Data are restricted to motorcycles and riders only. No other vehicles or people involved in the crashes are included.
- **Crashes Involving Children Required to Use Car Seats** – Crashes where at least one passenger involved is a child required to be in a car seat. In Connecticut, children are required to use a car seat until they are aged 7 and heavier than 60 lbs.
- **Children Required to Use Car Seats Only** – Data are restricted to children who are passengers that should be in a car seat that the vehicles that they were riding in. No other vehicles or people involved in the crashes are included.

Advanced Users Tools



CTDOT Dataset: Main Query Criteria

Figures 13-16 display the available query tools for the **CTDOT dataset**. These options allow the user to refine their query criteria, create crosstabs of the results and export the raw data for more complex analysis. For example, these tools can be used to limit crash results to those involving only pedestrians, commercial vehicles, or drivers of a specific age range.

Fig. 13: Data Query Tool (CTDOT)

- 1 Header:** Click at any time to return to the query tool.
- 2 Query Commands:** Reset to default selections, save and load query history or run your query.
- 3 Dataset:** Select your data source (see introduction).
- 4 Crash Date & Time Setting:** Click the respective boxes to limit your results by date, month, day of the month, day of the week, or time of the day if desired. If you wish to have multiple time ranges for time of day, click the 'Add Limit' button for more options. You can select more than one option under month and day by holding down the CTRL button on your keyboard.
- 5 Crash Severity:** You can limit your results to only return the desired crash severity. Leave all unchecked to return all crash severities.
- 6 Crash Location:** If you are interested in specific crash sites, these sections will aid in getting you a subset of the data based on crash location. You can make selections within each section for data comparison and hold down the CTRL key to make multiple selections. You can also specify by **Route Number**, **Local Road Name**, **Intersection** or **Milepost Start** and **End**. If you start typing in the **Route Number** or **Local Road Name**, results are auto populated for selection. If you wish to have multiple roads, click the 'Add More' button for more options.

CTDOT Dataset: Additional Criteria

Crash:

The **Crash** query tab will allow users to limit the results returned based on the summary data from crash reports. These fields can be used to limit query results based on:

- Contributing Factor
- Collision Type
- Weather Conditions
- Road Surface Conditions
- Construction or Maintenance Related
- Light Conditions
- Crash Occurred On
- Other Roadway Feature
- Median Barrier Penetration

Traffic Unit:

Additional Criteria:

Crash | **Traffic Unit** | Involved Person

Qualifying Commercial Vehicle Code: Any, No, this is not a Qualifying Commercial Vehicle Code, Yes, this is a Qualifying Commercial Vehicle Code

* Vehicle Type: Any, Automobile, Motorcycle, Moped-Motorscooter. Include Related Vehicle Type

Vehicle Maneuver Prefix: Any, None Apply, Vehicle Avoiding, Vehicle Skidded Slowing or Stopping Fo

Vehicle Maneuver Suffix: Any, Animal in Road, Bicycle, Construction or Maintenance Work

Vehicle Operator or Pedestrian Age: 0 - 142

Vehicle Operator or Pedestrian Alcohol or Drugs Code: Any, Had Been Drinking (Blood Alcohol < 0.1, Had Been Drinking and Had Taken Drug, Had Taken Drugs

At-Fault Traffic Unit Number: Any, 1, 10, 11

First Object Struck: Any, Animal other than Deer, Bank, Ledge, Rock (Off Road), Bridge Structure

Second Object Struck: Any, Animal other than Deer, Bank, Ledge, Rock (Off Road), Bridge Structure

Fig. 15: Traffic Unit Criteria (CTDOT)

Additional Criteria:

Crash | Traffic Unit | Involved Person

Contributing Factor: Any, Abnormal Road Conditions, Animal or Foreign Object in Road, Defective Equipment

Collision Type: Any, Angle, Backing, Fixed Object

Weather Condition: Any, Blowing Sand, Soil, Dirt or Snow, Fog, No Adverse Condition

Road Surface Condition: Any, Dry, Ice, Other

Construction or Maintenance Related: Any, No, Yes

Light Condition: Any, Dark-Lighted, Dark-Not Lighted, Dawn

Crash Occurred On: Any, Collector-Distributor Roadway, Connector, H.O.V. Lane

Other Roadway Feature: Any, At Median Crossover, At Off Ramp, At On Ramp

Median Barrier Penetration: Any, Full, None, Not Applicable

Fig. 14: Crash Criteria (CTDOT)

The **Traffic Unit** query tab contains data fields for each vehicle and respective driver and/or pedestrian involved in a crash. These fields can be used to limit query results based on:

- Qualifying Commercial Vehicle Code
- Vehicle Type
- Vehicle Maneuver (Prefix and Suffix)
- Vehicle Operator or Pedestrian Age
- Vehicle Operator or Pedestrian Alcohol or Drugs Code
- At-Fault Traffic Unit Number
- Object Struck (First and Second)

***'Pedalcycle' under Vehicle Type is used to query for bicycle crashes in the CTDOT dataset**

Involved Person:

The **Involved Person** query tab allows users to limit the results returned based on information collected for each individual involved in a crash. These fields can be used to limit query results based on:

- Involved Person Identifier
- Injury Classification
- Seating Position
- Involved Person Age
- Occupant Protection System Use
- Airbag Status
- Ejection Status

***The Involved Person Identifier ‘P’ is used to identify pedestrians in the CTDOT data.**

Fig. 16: Involved Person Criteria (CTDOT)

ONCE ALL YOUR LIMITS HAVE BEEN ENTERED CLICK THE ‘RUN QUERY’ BUTTON TO PROCEED WITH VIEWING YOUR DATA RESULTS.

CTDOT Dataset: Query Results

After clicking 'Run Query' button, the results screen will appear as shown below in Figure 17.

1 Add Summary Add Route Histogram Export To CSV Summary Report Save Query New Query Edit Query

2 **Search Criteria:**
Dataset: conndot
Severity: Fatality, Injury (No fatality), Property Damage Only

3 **Search Summary:**
Crash Summary Records: 1723858
Traffic Unit Summary Records: 3218116
Person Summary Records: 4339479

Crash Summary Traffic Unit Summary Person Summary

5 Visible Columns

Records: 1 - 25 of 1723858
Records Per Page: 25
Page: 1 of 68955

4 Click on the pencil to display the data in human readable text (if available).
Click on the column names in order to sort by that column. (Sorting by a column may require more time to load the results.)

Record	DOT Case Number	Date Of Crash	Time Of Crash	Severity	Town	Route Class	Route or Local Road Number
1	100000	01/01/1995	11:24:00	2	144	3	111
2	100001	01/01/1995	14:02:00	3	18	2	202
3	100002	01/01/1995	13:42:00	2	144	3	108
4	100003	01/01/1995	00:39:00	3	33	3	372
5	100004	01/01/1995	14:05:00	2	148	4	226
6	100005	01/01/1995	12:01:00	3	93	1	91
7	100007	01/01/1995	04:16:00	2	138	1	95
8	100008	01/01/1995	12:36:00	3	144	3	15
9	100010	01/01/1995	22:14:00	2	144	4	473
10	100011	01/01/1995	09:15:00	2	110	3	372
11	100012	01/01/1995	01:52:00	3	88	3	68
12	100013	01/01/1995	11:23:00	3	88	3	63
13	100015	01/01/1995	12:13:00	3	86	3	32
14	100016	01/01/1995	16:12:00	2	104	3	2

Fig. 17: Query Results Screen (CTDOT)

1 Query Commands: Use these buttons to save or edit your current query or run a brand new one. You can also use the following buttons:

- Add Summary:** Allows users to generate a summary table based on the query results. You can choose how the summary results are counted, either by Crashes, Traffic Units, or Involved Persons (Fig. 18). A new tab will be added for each summary table generated (Fig. 19). Summaries tables can also be exported into Excel, CSV or PDF files. Click and drag your mouse over the cells in the summary table while holding down CTRL on your keyboard to create a chart of the data (Fig. 19).
- Add Route Histogram:** Allows users to summarize the results by route class. Figure 20 displays how to generate a results table. Bin Size adjusts the number of crashes per mile marker returned in the histogram.
- Export to CSV:** Allows users to export the raw data results to themselves. The results are sent to the registered email address in a Microsoft Excel CSV file.

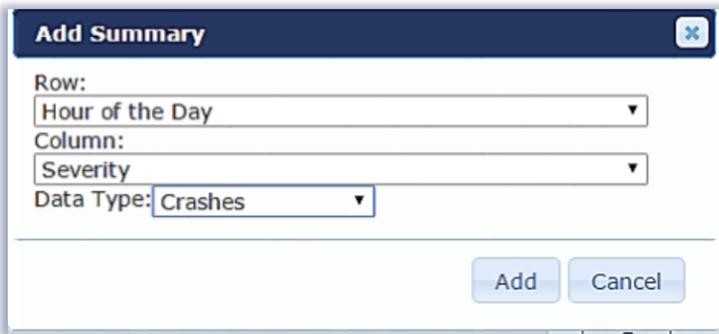
2 Search Criteria: Displays the selected search criteria.

3 Search Summary: Displays the total crashes, traffic units (vehicles), and people returned in the results.

4 Column Summaries: Results of the query are displayed in summary columns by crash, vehicle, and person variables. **These variables are linked together by a unique Crash ID, found in the second column.** Each row represents one record.

a. The  icon next to the column labels changes the data to readable text.

5 Visible Columns: Allows users to have full control over columns that are shown on the results screen. Default sections are made based on the most frequently requested fields. (Figure 21).



Add Summary [X]

Row:

Column:

Data Type:

[Add] [Cancel]

Fig. 18: Add Summary Selection Box

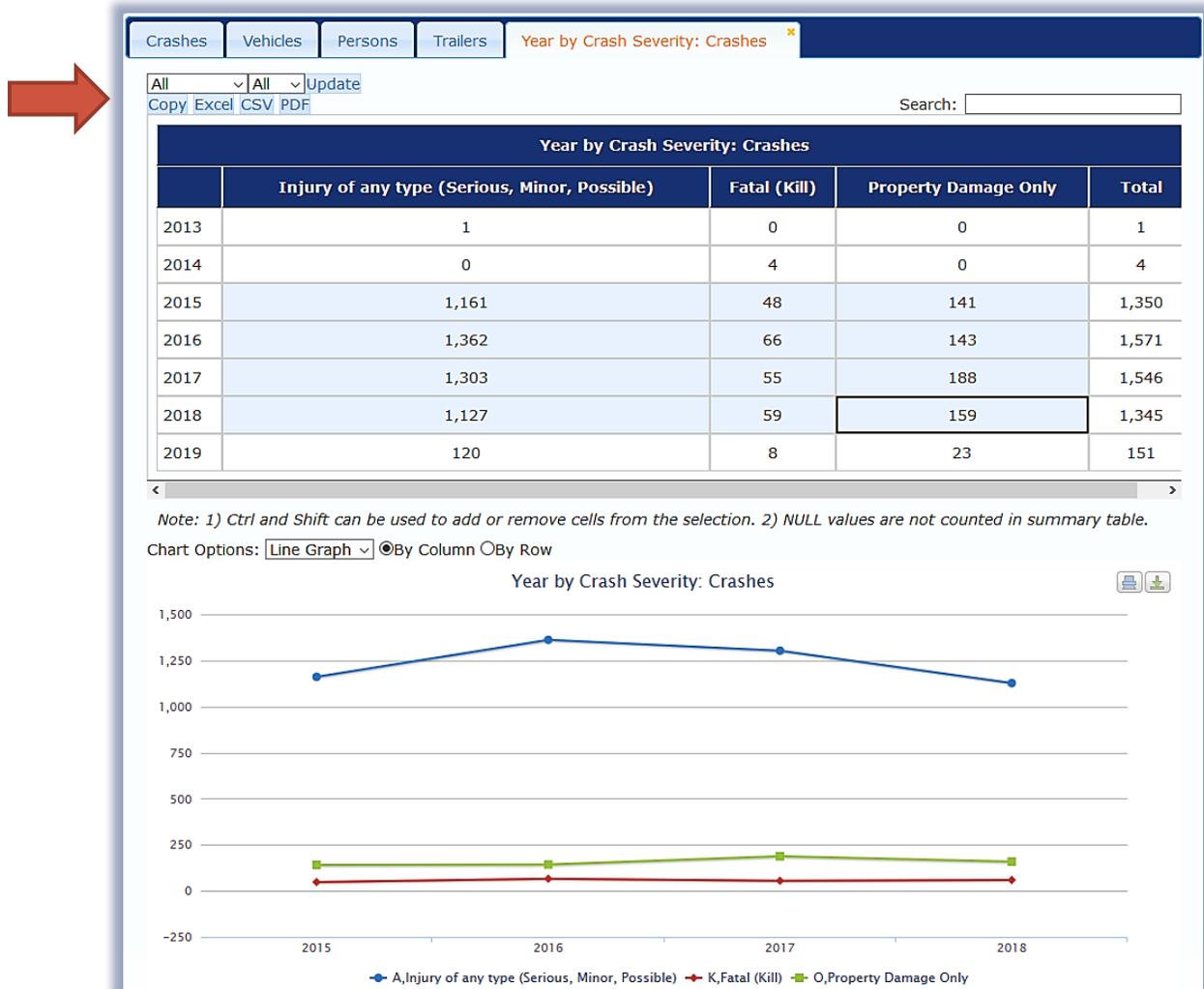


Fig. 19: Summary Table Results

Add Rte Histogram

Town: All

Route Class: All

Route: []

Bin Size: 1

Between: 0 - 300

Add Histogram

Fig. 20: Route Histogram Button

Visible Columns

- Crash ID
- Traffic Unit ID
- Involved Person ID
- DOT Case Number
- Year
- Involved Person Identifier
- Vehicle ID
- Injury Classification
- Seating Position
- Involved Person Age
- Occupant Protection System Use
- Airbag Status
- Ejection Status

Select All Clear All

Set Columns

Fig. 21: Visible Columns Selections

MMUCC Dataset: Main Query Criteria

Figures 22– display the available query tools for advanced users when using the **MMUCC dataset**. As mentioned in the introduction, the query tools under the MMUCC dataset differs somewhat from the CTDOT dataset. The criteria are based on the 110 data elements now available on the revised PR-1 crash report.

Fig. 22: Data Query Tool (MMUCC)

- 1 Header:** Click at any time to return to the query tool.
- 2 Query Commands:** Reset to default selections, save, load query history, or run your query.
- 3 Dataset:** Select your data source (see introduction).
- 4 Crash Date & Time Setting:** Click the respective boxes to limit your results by date, month, day of the month, day of the week, or time of the day if desired. If you wish to have multiple time ranges for the time of day, click the ‘Add Limit’ button for more options.
- 5** You can limit your results so that only the desired crash severity or crashes that occurred on private roads are returned. The severity boxes are already checked; leave all checked to return all crash severities. You can also select whether you would like to see closed or open fatality cases. All criteria in this section are included in the results as default and selections must be checked ✓ to return crashes fitting that criteria.

6 Crash Location: If you are interested in specific crash sites, these sections will aid in getting you a subset of the data based on crash location. To select more than one town, hold down the CTRL key. Sections include **Town, County, Council of Government (COG), Metropolitan Planning Organization (MPO), District and Route Class.** You can also specify by **Route Number, Local Road Name, Intersection, Milepost Start and End, and Latitude and Longitude.** If you start typing in the Route Number or Local Road Name, results are auto-populated for selection. If you wish to query data for multiple roads, click the *'Add Limit'* button for more options.

MMUCC Dataset: Additional Criteria

Additional Criteria:

Crash	Vehicles	Motor Vehicles	Persons	Motorists	Non-Motorists	Road Characteristics
First Harmful Event	Any Animal Other Than Deer (live) Bridge Overhead Structure Bridge Pier or Support					
Manner of Crash / Collision Impact	Any Angle Front to front Front to rear					
Location of First Harmful Event	Any Side In Parking Lane or Zone Median					
Weather Condition	Any Blowing Sand, Soil, Dirt Blowing Snow Clear					
Light Condition	Any Dark-Lighted Dark-Not Lighted Dark-Unknown Lighting					
Road Surface Condition	Any Dry Ice / Frost Moving Water					
Contributing Circumstances, Environment	Any Animal(s) in Roadway Glare None					
Contributing Circumstances, Road	Any Backup Due to Prior Crash Backup Due to Prior Non-Recurring Inc Backup Due to Regular Congestion					
Crash Specific Location	Any Acceleration / Deceleration Lane Crossover-Related Driveway Access					
Type of Intersection	Any Five-Point, or More Four-Way Intersection L-Intersection					
School Bus Related	Any No Unknown Yes, School Bus Directly Involved					
Work Zone Related	Any No Unknown Yes. If yes then all other sibling eleme					
Location Of Crash Relative To Work Zone	Any Activity Area Advance Warning Area Before the First Work Zone Warning Si					
Type of Work Zone	Any Intermittent or Moving Work Lane Closure Lane Shift / Crossover					
Worker Presence	Any No Not Applicable Unknown					
Law Enforcement Presence	Any No Not Applicable Unknown					
Number Of Motor Vehicles	0 - 28					

Crash:

The **Crash** query tab will allow users to limit the results returned based on the summary data from crash reports. These fields can be used to limit query results based on:

- First Harmful Event
- Manner of Crash/Collision Impact
- Location of First Harmful Event
- Weather Condition
- Light Condition
- Road Surface Condition
- Contributing Circumstances (Environment & Road)
- Crash Specific Location
- Type of Intersection
- School Bus Related
- Work Zone Related
- Location of Crash Relative to Work Zone
- Type of Work Zone
- Worker Presence
- Law Enforcement Presence
- Number of Motor Vehicles

Fig 23: Crash Criteria (MMUCC)

Vehicles:

The **Vehicles** query tab contains data fields for each vehicle involved in a crash. These fields can be used to limit query results based on:

- Traffic way Description
- Number of Occupants in Vehicle
- Most Harmful Event
- Vehicle Maneuver/ Action
- Contributing Circumstances (Motor Vehicle)
- Posted/Statutory Speed Limit
- Towed Status
- Initial Contact Point
- Extent of Damage
- Traffic Control Device Type
- Traffic Control Device Functional?
- Traffic Control Device Functional?

Additional Criteria:

Crash	Vehicles	Motor Vehicles	Persons	Motorists	Non-Motorists	Road Characteristics
Direction of Travel Before Crash	Any Eastbound Northbound Southbound					
Trafficway Description	Any Not Applicable One-Way Trafficway Two-Way, Divided, Positive Median Barri					
Roadway Alignment	Any Curve Left Curve Right Straight					
Roadway Grade	Any Downhill Hillcrest Level					
Number of Occupants in Vehicle	0 - 99					
Most Harmful Event	Any Animal (live) Bridge Overhead Structure Bridge Pier or Support					
Vehicle Maneuver/Action	Any Backing Changing Lanes Entering Traffic Lane					
Contributing Circumstances, Motor Vehicle	Any Body, Doors Brakes Debris in Roadway (sand, glass, etc.)					
Posted/Statutory Speed Limit	1 - 99					
Towed Status	Any Not Towed Towed But not Due to Disabling Damage Towed Due to Disabling Damage					
Initial Contact Point	Any Cargo loss Non-Collision Sector 1 (North by NorthEast) in the 12					
Extent of Damage	Any Disabling Damage Functional Damage					

Contributing Circumstances of Vehicle	Any Body, Doors Brakes Debris in Roadway (sand, glass, etc.)
Traffic Control Device Type	Any Bicycle Detection Flashing Traffic Control Signal Marked Uncontrolled Crosswalk
Traffic Control Device Functional?	Any Missing No Not Applicable
Special Function Of Vehicle In Operation	Any Ambulance Fire Truck Incident Response Services Vehicles
Emergency Vehicle Use	Any Emergency Operation, Emergency Warn Emergency Operation, Emergency Warn Non-Emergency Situation, Non Transpot
Hit And Run Status	Any false true

Fig. 24: Vehicles Criteria (MMUCC)

Motor Vehicles:

The **Motor Vehicles** query tab allows users to limit the results returned based on the body type of the vehicles involved in a crash.

***'Include Related' options next to a variable allow users to include data on related people or vehicles associated with their selections**

Fig. 25: Motor Vehicles Criteria (MMUCC)

Persons:

The **Persons** query tab allows users to limit the results returned based on information collected for each individual involved in a crash. These fields can be used to limit query results based on:

- **Age**
- **Person Type**
- **Injury Status**
- **Condition at Time of Crash**

Figure 26: Persons Criteria (MMUCC)

Motorists:

The **Motorists** query tab allows users to limit the results returned based on information collected for each vehicle operator involved in a crash. These fields can be used to limit query results based on:

- **Ejection Status**
- **Restraint System**
- **Helmet Use**
- **Air Bag Status**
- **Speeding Related**
- **Driver Actions**
- **Driver Distracted By**

Figure 27: Motorists Criteria (MMUCC)

Non-Motorists:

The **Non-Motorists** query tab allows users to limit the results returned based on information collected for each pedestrian or cyclists involved in a crash. These fields can be used to limit query results based on:

- Non-Motorist Not in Roadway
- Actions/Circumstances Prior to Crash
- To or From School
- Actions/Circumstances At Time of Crash
- Location at Time of Crash
- Safety Equipment
- Non-Motorist Distracted By

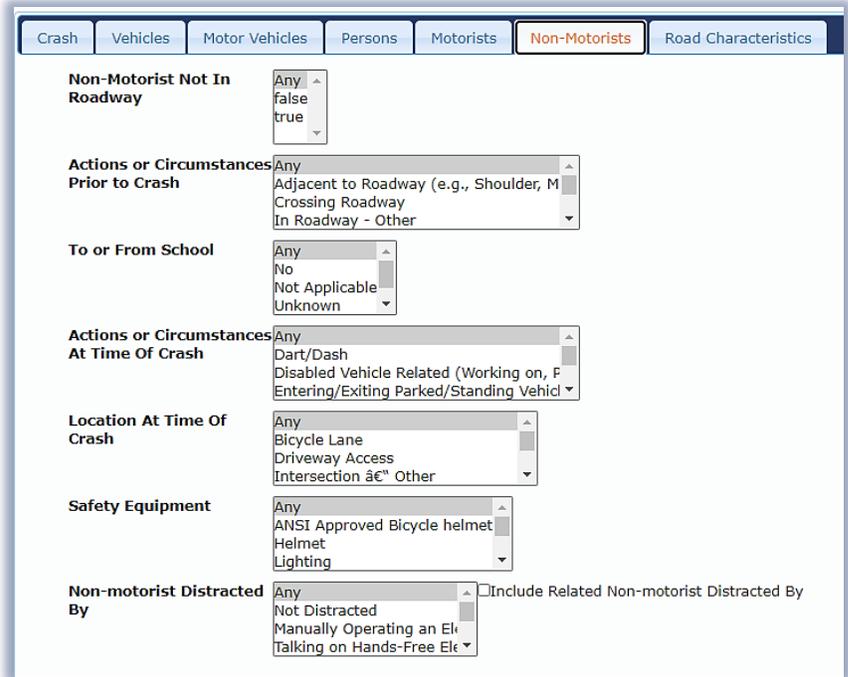


Figure 28: Non-Motorists Criteria (MMUCC)

Road Characteristics:

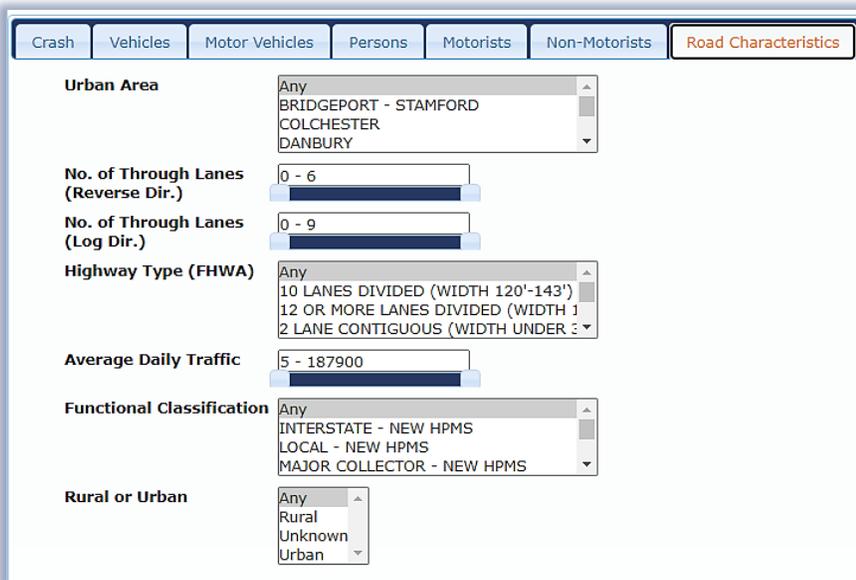


Fig. 29: Road Characteristics Criteria (MMUCC)

The **Road Characteristics** query tab allows users to limit the results returned based on information collected about the road the crash occurred on. These fields can be used to limit query results based on:

- Average Daily Traffic
- Rural or Urban
- Number of Lanes

ONCE ALL YOUR LIMITS HAVE BEEN ENTERED, CLICK THE 'RUN QUERY' BUTTON TO PROCEED WITH VIEWING YOUR DATA RESULTS.

MMUCC Dataset: Query Results

As previously mentioned, queries run using the MMUCC dataset can be viewed on a hotspot map thanks to latitude and longitude coordinates provided by the CTDOT. The query results page is almost identical to the results page for the CTDOT dataset (Figure 30). The only difference is the addition of the ‘View Crashes on Map’ and the ‘View Crashes on Map by Criteria’ buttons. Both buttons will generate the hotspot map, but the latter option allows users to categorize their results by one of the same summary criteria options available with the ‘Add Summary’ button shown on page 18 in Figure 18.

Fig. 30: Query Results Screen (MMUCC)

1 Query Commands: Save or edit your query or run a brand new query. You can also use the following buttons:

- a. **Add Summary:** Allows users to generate a summary table based on the query results. You can choose how the summary results are counted, either by Crashes, Traffic Unit, or Involved Persons. A new tab will be added for each summary table generated. Figures 26 and 27 display how to generate a results table and how the tab will appear. Highlighting the figures in the summary table will create a chart below, similar to the Crash Summary Tool.
- b. **Add Route Histogram:** Allows users to summarize the results by route class. Figure 27 displays how to generate a results table.
- c. **Export to CSV:** Allows users to export the queried results to themselves. The results are compiled into a Microsoft Excel spreadsheet and sent via email.

2 Search Criteria: Lists all the query selections you made.

3 Search Summary: Lists how many crashes were generated based on the query selections. It is broken down into total crashes, total traffic vehicles, total involved persons, and trailer records for the crash results.

4 View Crashes on Map: Generates the hotspot map (Fig. 31).

- a. **View Crashes on Map with Criteria:** Map with markers as shown in Figure 33. If you zoom in on the map, it will change, and the results will get more and more refined.

5 Visible Columns: Allows users to have full control over the number of fields that are returned on the results screen. Default sections are made based on the most frequently requested fields. The boxes at the bottom of this screen allow users to select all and clear selections and then view the results based on the requested data fields (Fig. 28).

6 The  icon next to the column labels changes the data to readable text.

Crash Hotspot Mapping

Click the 'View Crashes on Map' button to generate the Hotspot map shown in Figure 31. The crash hotspot map has been changed to incorporate a clustering feature. Locations where multiple crashes have occurred now display circular clusters along with the number of crashes associated with that area (Figure 32). This feature was implemented to make identifying high-crash locations easier. If you click the 'Heatmap' button at the bottom left-hand side of your screen, the map will change to look like Figure 33, with the red-colored areas indicating a higher density of crashes. An Opacity Scale allows you to lower or raise the intensity of the heatmap.

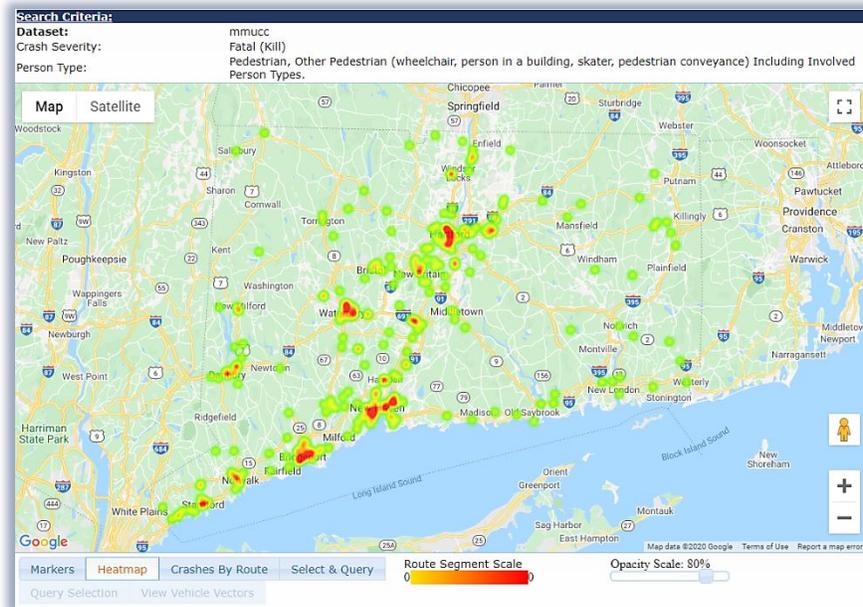


Fig. 31: Hotspot Map with Heat Density

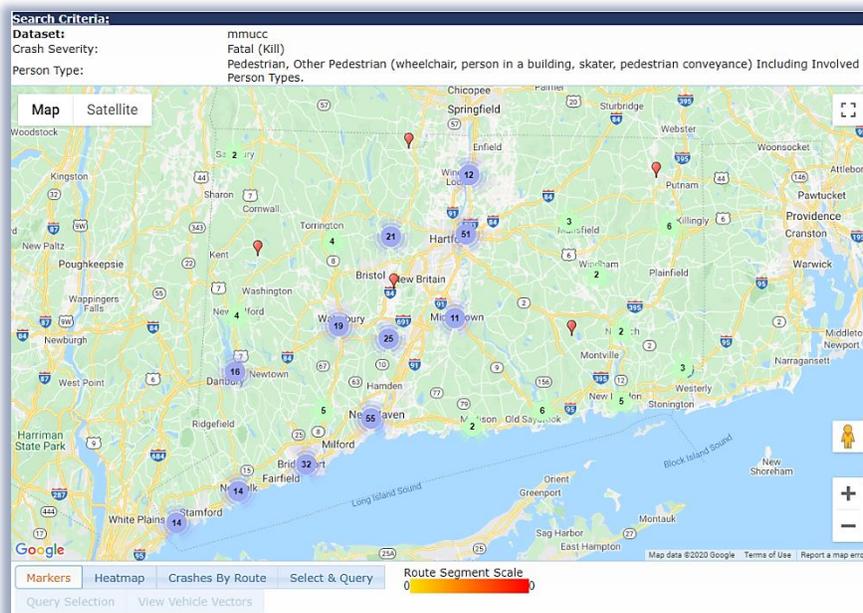


Fig. 32: Hotspot Map with Crash Clusters

As you zoom in on the map, the clusters become more refined until eventually....

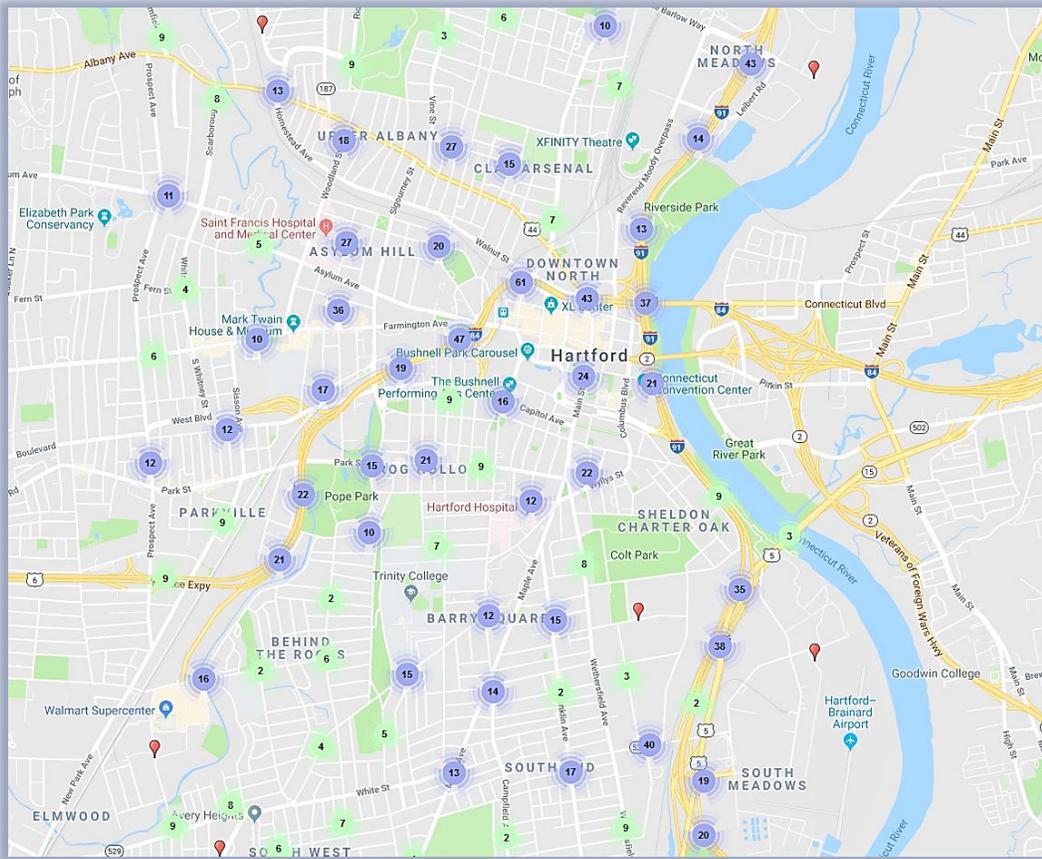


Fig. 33: Crash Cluster Feature

...you can identify individual crash pins. Each red marker represents an individual crash in the repository.

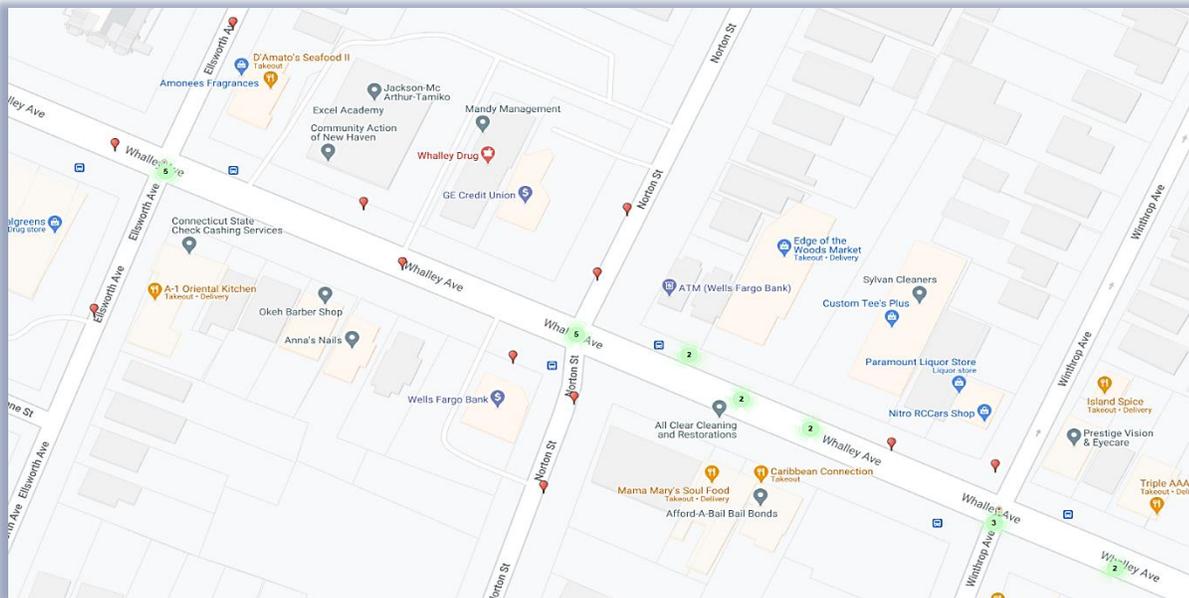


Fig. 34: Close-up of Crash Markers

Additionally, the map can be used to display crashes of a certain crash criteria (Figure 35). For example, Figure 36 displays crash pins by month of the year. You can also run a new query of a particular cluster of crashes by selecting a certain area on the map. Clicking the ‘*Select & Query*’ button will allow you to click and drag your cursor on the map and highlight a section of markers. Once selected, hit the ‘*Query Selection*’ button. This will take you back to the query results page, but the Search Criteria box will now include only the crashes you highlighted.

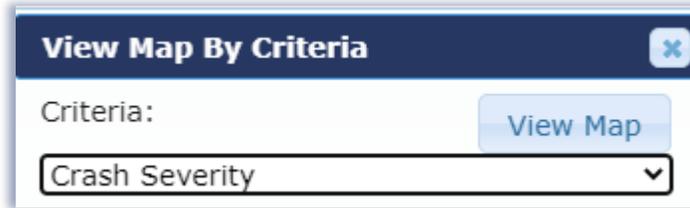


Fig. 35: View Map by Criteria Button

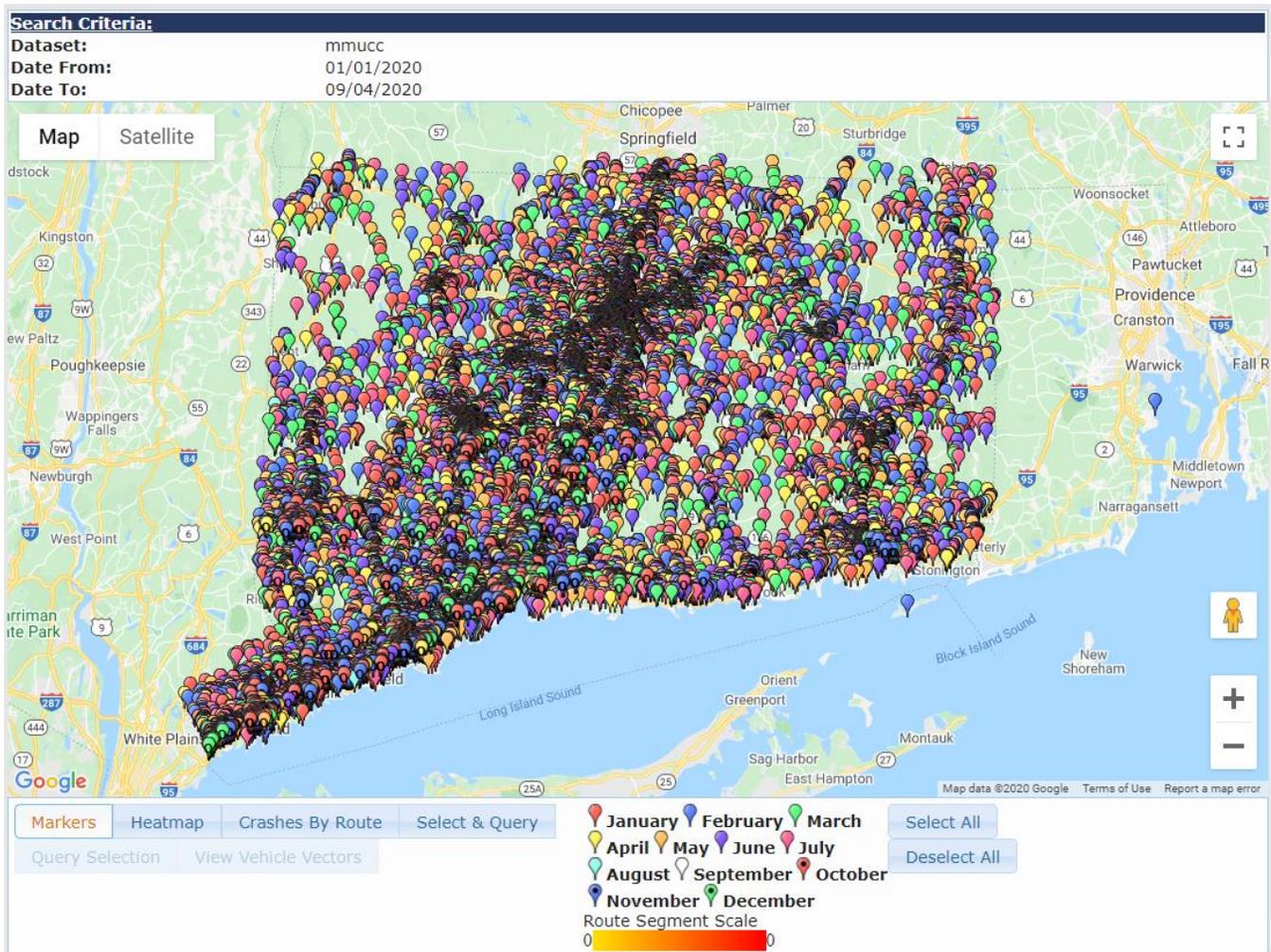


Fig. 36: Hotspot Map with Month Criteria

Use the  icon to look at a street view of the crash location (Figure 37). Click on any of the red pins to bring up a Crash Description box for that specific crash (Figure 38). The Crash Description box gives a snapshot of information for that crash such as severity, day and time, and weather conditions.



Fig. 37: Hotspot Map with Street View

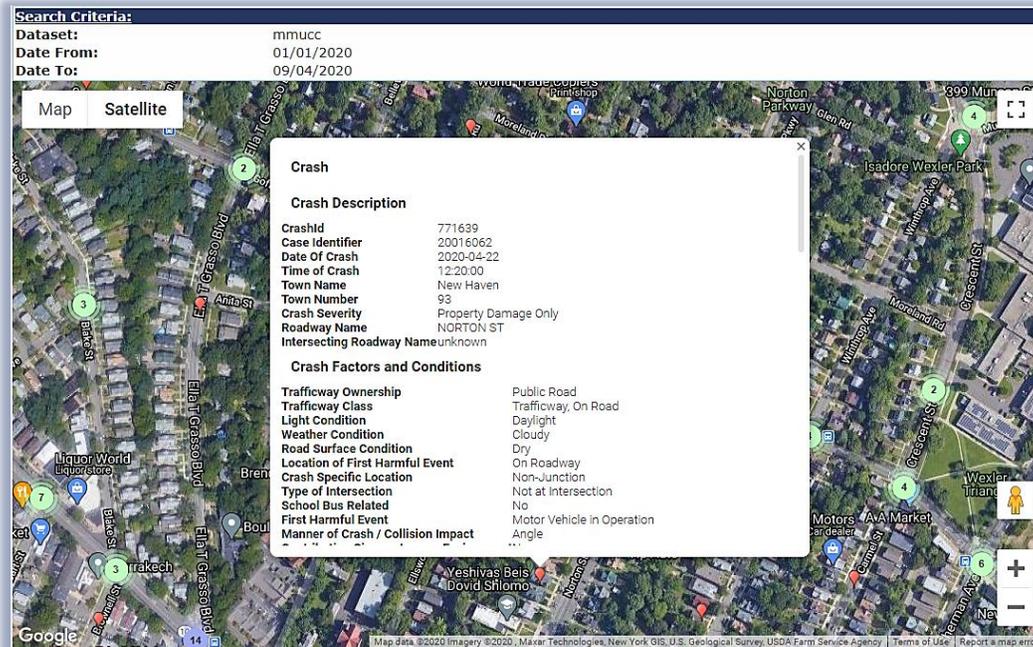


Fig. 38: Hotspot Map with Crash Description Box

Acknowledgments

The Connecticut Crash Data repository was developed under the supervision of the TRCC. Funding for the development of this web tool was obtained through the TRCC, CT DOT, and the Federal Highway Administration under the **State Highway Safety Data Improvements Incentive Grants (Section 408)**.

Contact Information

If you have questions about this tool or the data contained in this repository, please contact:

Marisa Auguste

Driver Behavior Analyst
Data Collection Supervisor
Connecticut Transportation Safety Research Center
University of Connecticut
270 Middle Turnpike, Unit 5202
Storrs, CT 06269
860-486-7199
Marisa.Auguste@uconn.edu

Eric Jackson, Ph.D.

Executive Director, Connecticut Transportation Institute
Director, Connecticut Transportation Safety Research Center
University of Connecticut
270 Middle Turnpike, Unit 5202
Storrs, CT 06269
860-486-8426
Eric.D.Jackson@uconn.edu