It is essential that data on all traffic crashes is submitted in order to analyze problem areas and construct solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

**Goals:**
Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.

Prevent the vehicle mileage fatality rate from increasing from 0.98 in 2015 to 1.02 by December 31, 2018.

| | |
|---|---|
| ***Task 1: Traffic Crash Data Support and Training*** | ***$3,945,500*** |
| ***Revision 06/21/2018*** | ***$3,770,000*** |
| Section 405(c) funds | $1,372,000 |
| Revision 06/21/2018 | *$2,010,000* |
| Section 405(c) FAST ACT funds | *$2,573,500* |
| Revision 06/21/2018 | *$1,760,000* |

**Traffic Crash Reporting Form (UD-10) Training Support**

| | | |
|---|---|---|
| **Project Number** | TR-18-02 | |
| **Benefit to Locals** | No | |
| **Grantee** | MSP-CJIC | |
| **Grant Amount, Funding Source** | $50,000 | 405(c) |
| **Grant Amount, Funding Source** | $  4,000 Rev 10/12/17 | 405(c) FAST ACT |
| **Match** | No | |
| **Indirect cost rate** | n/a | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **SHSP Strategy** | Provide highway safety training, technical assistance, funding, and other resources to state and local agencies. | |
| **Project Objective** | Improve the uniformity of the crash data by educating law enforcement officers on the proper completion of the traffic crash form, and the importance of completing critical data fields by September 30, 2018. | |

This project is a continuation of the FY2017 crash report training project which provided training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement and transportation agencies.

The instructor will provide training to law enforcement agencies on the current Traffic Crash Reporting Form (UD-10), as well as on the revisions that became effective January 1, 2016.

Funding will support the costs of training supplies and equipment.

**Crash Locating Improvement Project (CLIP) Implementation**

| | |
|---|---|
| **Project Number** | TR-18-02 |
| **Benefit to Locals** | No |
| **Grantee** | MSP-CJIC |
| **Grant Amount, Funding Source** | $379,000  Rev 9/08/17  405(c) |
| **Match** | No |
| **Indirect cost rate** | n/a |
| **MOE** | $0 |
| **Grant Start-up** | October 1 |
| **SHSP Strategy** | Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. |
| **Project Objective** | Provide funding to support the vendor implementation of the CLIP 2.0 location interface by September 30, 2018. |

The Michigan Traffic Crash Reporting System (TCRS) attempts to locate crashed based on the reporting officer's description. If the system cannot locate a crash based on that information, the MSP Traffic Crash Reporting Unit technicians must locate the crash manually, leaving room for inaccurate or missing data caused by human error.

The Michigan State Police received this enhancement and this funding will support additional police departments to have this incorporated into their crash reporting systems.

**Evidence of Effectiveness:**  meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes:  timeliness, accuracy, completeness, uniformity.

**Roadsoft Upgrades for Model Inventory of Roadway Elements (MIRE) Data Fields**

| | |
|---|---|
| **Project Number** | TR-18-03 |
| **Benefit to Locals** | No |
| **Grantee** | MDOT |
| **Grant Amount, Funding Source** | $ 60,000  <br> $140,000 Rev 062118   405(c) |
| **Match** | No |
| **Indirect cost rate** | n/a |
| **MOE** | $0 |
| **Grant Start-up** | October 1 |
| **SHSP Strategy** | Improve timeliness and accuracy of data |

| | |
|---|---|
| | collection, analysis processes, accessibility, distribution, and systems. |
| **Project Objective** | To improve the accessibility of the statewide roadway data system by September 30, 2018. |

This project will continue the effort of helping Michigan meet the federally required MIRE federal data elements collection mandate. The first phase will include database configuration and system design, creation of web services, development of the prototype, testing, and documentation.  This project builds from the FY2017 Roadsoft project which established the software needed to begin the collection of roadway data from the 616 local transportation agencies.

Funding will support State of Michigan Department of Technology, Management, and budget contractors to develop and test the necessary Roadsoft software upgrades to collect the required data fields.

**Evidence of Effectiveness:**  meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes:  integration, accuracy, completeness, timeliness, uniformity, accessibility.

**Traffic Records Program Assessment Recommendation Implementation**

| | | |
|---|---|---|
| **Project Number** | TR-18-04 | |
| **Benefit to Locals** | No | |
| **Grantee** | TBD | |
| **Grant Amount, Funding Source** | $ 0 <br> ~~$1,240,000~~ Rev 9/08/17 | 405(c) |
| **Grant Amount, Funding Source** | $1,019,000 <br> ~~$  684,500~~ Rev 06/21/18 <br> ~~$  687,000~~ Rev 02/05/18 <br> ~~$  717,000~~ Rev 10/25/17 <br> ~~$  721,000~~ Rev 10/17/17 <br> ~~$1,760,000~~ Rev 9/08/17 | 405(c) FAST Act |
| **Match** | No | |
| **Indirect cost rate** | n/a | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **SHSP Strategy** | Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. | |
| **Project Objective** | Implement at least 40 percent of the recommendations from the Traffic Records Program assessment by September 30, 2018. | |

Accurate, timely, complete, and accessible crash data is a critical component in helping to make roadways safer.  Michigan conducted a Traffic Records Program Assessment during FY2015, as well as developed a five-year strategic plan.

The OHSP will work with traffic records partners on implementation of projects to address assessment recommendations.

Funding will support implementation of the assessment recommendations.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: timeliness, accuracy, completeness, uniformity, integration.

## Data Integration for the Reduction of Traffic Fatalities

| | | |
|---|---|---|
| **Project Number** | TR-18-06 | |
| **Benefit to Locals** | No | |
| **Grantee** | MSP-CJIC | |
| **Grant Amount, Funding Source** | $ 382,000 Rev 6/21/18 <br> $~~861,000~~ Rev 9/08/17 | 405(c) |
| **Grant Amount, Funding Source** | $1,518,000 Rev 6/21/18 <br> ~~$1,039,000~~ Rev 9/08/17 | 405(c) FAST Act |
| **Match** | No | |
| **Indirect cost rate** | n/a | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **SHSP Strategy** | Develop a road map to provide the state with a technical plan to link various traffic records databases together. | |
| **Project Objective** | To profile, cleanse, master, geocode and real-time integration of traffic records data sets and access for analysts to create and share their own analysis/visualizations by September 30, 2018. | |

The data integration project started in Fiscal Year 2017 and began software development, along with testing of implementation of data integration between the appropriate traffic records databases.

Funding will support the integration of additional data sets, the piloting of real-time geographic information system (GIS) and other advanced analytic technologies to aid in the discovery of data insights, and the identification of actionable analytic applications for future implementation by stakeholders.

## Data Mining for Text Based Quality Control

| | | |
|---|---|---|
| **Project Number** | TR-18-07 | |
| **Benefit to Locals** | No | |
| **Grantee** | UMTI 12/18/17 ~~Western Michigan University~~ | |
| **Grant Amount, Funding Source** | $61,000 <br> ~~$90,000~~ Rev 062118 | 405(c) |
| **Match** | No | |
| **Indirect cost rate** | 55 percent 12/18/17 ~~51 percent~~ | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **SHSP Strategy** | Improve the timeliness and accuracy of traffic | |

| | |
|---|---|
| | records data collection, analysis processes, accessibility distribution and systems. |
| **Project Objective** | To develop an automated quality control model/system to identify potentially inconsistent traffic crash report data by September 30, 2018. |

It is critical to identify inconsistencies in traffic crash reports, either for correction or to exclude them from the decision-making process. This research will investigate a mechanism for distinguishing inconsistent traffic crash report data. This has been identified in the 2016-2020 Strategic Plan, which states that Michigan does not currently include reviewing the narrative as part of the data acceptance process and this is only done when a crash is manually located

**Evidence of Effectiveness:**  meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes:  accuracy, completeness, uniformity.

## Global Positioning for Enhanced Traffic Crash Reconstruction

| | | |
|---|---|---|
| **Project Number** | TR-18-08 | |
| **Benefit to Locals** | No | |
| **Grantee** | MSP-Special Operations Division (SOD) | |
| **Grant Amount, Funding Source** | $180,000 | 405(c) |
| **Grant Amount, Funding Source** | $  30,000  **added 10/25/17** | 405(c) FAST Act |
| **Match** | No | |
| **Indirect cost rate** | n/a | |
| **Grant Start-up** | October 1 | |
| **MOE** | $0 | |
| **SHSP Strategy** | Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. | |
| **Project Objective** | Minimize road closure duration, improve accuracy and completeness of traffic crash documentation, and ensure proper civil infraction and/or criminal charges are presented to county prosecutors and the court system by September 30, 2018. | |

The MSP SOD Traffic Crash Reconstruction Unit (TCRU) was recently reassigned to the Field Support and Aviation Section and began working closely with them to integrate the department's Unmanned Aerial Systems (UAS) into traffic crash investigation. Testing determined that improved, accceptable measurement could be utilized by incorporating GPS documented points with the UAS photographs.

This equipment will allow crash scene clearance in a fraction of the time it would potentially take utilizing traditional measuring techniques.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: accuracy, completeness.

**Regional Law Enforcement Training**

| | | |
|---|---|---|
| **Project Number** | TR-18-09 | |
| **Benefit to Locals** | Yes | |
| **Grantee** | Transportation Improvement Association (TIA) | |
| **Grant Amount, Funding Source** | $60,000 | 405(c) |
| **Grant Amount, Funding Source** | $ 2,500  Rev 2/05/18 | 405(c) FAST Act |
| **Match** | No | |
| **Indirect cost rate** | 17 percent | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **Project Number** | CP-18-01 | |
| **Benefit to Locals** | No | |
| **Grantee** | MSP-Special Projects | |
| **Grant Amount, Funding Source** | $100,000 | 405(c) |
| **Match** | No | |
| **Indirect cost rate** | n/a | |
| **MOE** | $0 | |
| **Grant Start-up** | October 1 | |
| **SHSP Strategy** | Provide highway safety training, technical assistance, funding, and other resources to state and local agencies. | |
| **Project Objective** | Conduct up to eight law enforcement crash reconstruction trainings by September 30, 2018. | |

Training enables law enforcement officers to be aware of and understand current issues to successfully address traffic safety priorities. The information provided can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries.

With traffic safety laws changing and technology becoming more sophisticated, it is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. Bringing instructional opportunities to regional areas of the state will provide exposure to valuable information to law enforcement agencies.

Funding will support the costs of the law enforcement crash reconstruction training courses which are in process of being finalized. Classes that are being considered include, but are not limited to, Human Factors, Occupant Kinematics, Advanced Motorcycle Reconstruction, and Advanced Commercial Vehicle Reconstruction classes.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: completeness.

## Rider Education Management System (REMS)

| | |
|---|---|
| **Project Number** | TR-18-10 |
| **Benefit to Locals** | No |
| **Grantee** | MDOS |
| **Grant Amount, Funding Source** | $-0-<br>~~$50,000~~ Rev  062118 | 405(c) |
| **Match** | Yes |
| **Indirect cost rate** | n/a |
| **MOE** | $0 |
| **Grant Start-up** | October 1 |
| **SHSP Strategy** | Develop and implement a plan to integrate various traffic record databases. |
| **Project Objective** | To increase the timeliness and accessibility of motorcycle rider training data systems by September 30, 2018. |

REMS is a comprehensive server-based software solution designed to meet the needs of rider education providers. REMS™ is being used by both state and privately managed rider training facilities across the United States.

Implementation of REMS™ as a traffic records upgrade to capture and monitor Michigan's comprehensive motorcycle rider training data set will make integration and relational comparisons to crash data and driver records immediately achievable.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes:  timeliness, accuracy, completeness, uniformity, integration, accessibility.

## Improving the Completeness of Pedestrian and Bicycle Exposure Data

| | |
|---|---|
| **Project Number** | TR-18-11 |
| **Benefit to Locals** | No |
| **Grantee** | UMTRI |
| **Grant Amount, Funding Source** | $100,000 | 405(c) |
| **Match** | No |
| **Indirect cost rate** | 55 percent |
| **Grant Start-up** | October 1 |
| **MOE** | $0 |
| **SHSP Strategy** | Improve the timeliness and accuracy of traffic records data collection, analysis processes, accessibility distribution and systems. |
| **Project Objective** | Develop a complete picture of pedestrian and bicycle exposure using Michigan travel data by September 30, 2018. |

To prioritize effective pedestrian and bicyclist safety countermeasures, traffic safety analysis often requires pedestrian and/or bicyclist exposure counts to quantify expected reductions in crash risk. However, these exposure data are currently not complete for all road segments in Michigan.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: completeness.

| Task 2: Education and Communication | $770,000 |
|---|---|
| Section 405(c) funds | $770,000 |
| Section 402 FAST Act funds | $0 |

**Michigan Traffic Crash Facts (MTCF)**

| Project Number | TR-18-01 | |
|---|---|---|
| Benefit to Locals | Yes | |
| Grantee | UMTRI | |
| Grant Amount, Funding Source | $770,000 | 405(c) |
| Match | No | |
| Indirect cost rate | 55 percent | |
| MOE | $0 | |
| Grant Start-up | October 1 | |
| SHSP Strategy | Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. Provide highway safety training, technical assistance, funding, and other resources to state and local agencies. | |
| Project Objective | Produce the 2017 traffic crash data on the Michigan Traffic Crash Facts website including reports, profiles, and new data query capabilities by September 30, 2018. | |

MTCF will be provided to users statewide. The 2017 MTCF will be produced and posted at: www.michigantrafficcrashfacts.org. Enhancements and improvements to the data query tool will continue to be implemented along with an annual survey to gauge the effectiveness of the website.

The OHSP will continue to work with UMTRI staff to provide technical assistance on various requests for crash data analysis and presentations.

Funding will support data analysis technical assistance and completion of the road segment component of the website enhancement plan.

**Evidence of Effectiveness:** 2015 Traffic Records Program Assesment recommendation. Meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: accuracy, accessibility, completeness.

**Michigan Traffic Crash Facts Data and Information brochure**

| Project Number | CP-18-03 | |
|---|---|---|
| Benefit to Locals | Yes | |
| Grantee | OHSP-PI&E | |
| Grant Amount, Funding Source | $0 | 402 FAST Act |
| Match | No | |
| Indirect cost rate | n/a | |
| Grant Start-up | October 1 | |
| SHSP Strategy | Increase coordination, effective communication, and cooperation among various public and private organizations. | |
| Project Objective | Develop and distribute a brochure about the state's free traffic crash data resources by September 30, 2018. | |

Current and correct data is essential for identifying traffic safety problems, planning enforcements and allocating resources The Michigan Traffic Crash Data and Information brochure is used to direct the public and our traffic safety partners to the most accurate sources of crash data. The brochure gives traffic crash data users an easy guide to distribute to access the state's free crash resources.

**Evidence of Effectiveness:** meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: accessibility.

| *Task 3: Program Management* | *$320,000* |
|---|---|
| Section 402 FAST Act funds | $320,000 |

**Program Management**

| Project Number | CP-18-02 | |
|---|---|---|
| Benefit to Locals | No | |
| Grantee | OHSP-Program Management Section | |
| Grant Amount, Funding Source | $320,000 | 402 FAST Act |
| Match | No | |
| Indirect | 5.4 percent | |
| Grant Start-up | October 1 | |

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

**Evidence of Effectiveness:** not applicable.