

Data-Driven Safety Analysis

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/ddsa.cfm

Innovation Implementation Stage Definitions	Prompt Questions for Describing the Implementation Stage
<p>Not Implementing: The State is not currently using the innovation (Data-Driven Safety Analysis) anywhere in the State and is not interested in the innovation.</p>	<p>The following questions are intended to help you determine your current implementation stage. While it is not mandatory to respond to each question, providing some narrative describing your current status will be helpful to the EDC teams.</p> <ul style="list-style-type: none"> • Is the State not implementing because: <ul style="list-style-type: none"> ○ Innovation is not applicable (i.e. the State does not have sufficient crash and/or roadway data and is NOT looking to improve their data systems during the EDC-4 timeframe). ○ The State has already evaluated the innovation and decided it was not for them.
<p>Development Phase: The State is interested in pursuing the Data-Driven Safety Analysis innovation or seeking additional information on how to implement it.</p>	<ul style="list-style-type: none"> • Has the State performed any of the following activities for the purposes of implementing data-driven safety analysis? <ul style="list-style-type: none"> ○ Collected guidance and best practices ○ Hosted training ○ Participated into peer-to-peer workshops ○ Performed/requested a crash/roadway data assessment ○ Investigated various DDSA methods and tools ○ Requested technical assistance
<p>Demonstration Phase: The State is testing/piloting the Data-Driven Safety Analysis innovation.</p>	<ul style="list-style-type: none"> • Has the State established an Implementation Champion and Team? • Has the State used Data-Driven Safety Analysis on one or more projects on the State or local system, in the areas of planning, alternatives analysis, design, or operations?
<p>Assessment Phase: The State is beyond testing/piloting the Data-Driven Safety Analysis innovation. The State is assessing the performance and the process for carrying out the innovation and/or making adjustments to prepare for full deployment.</p>	<ul style="list-style-type: none"> • Has the State created an Implementation Plan to incorporate data-driven safety analysis into their project development process? • Has the state calibrated or developed Safety Performance Functions for the State or local system? • Is the State routinely performing data-driven safety analysis for certain evaluations during the project development process?
<p>Institutionalized: The Data-Driven Safety Analysis innovation is adopted by the State's transportation community and used regularly on projects or within the program where appropriate.</p>	<ul style="list-style-type: none"> • Has the State incorporated data-driven safety analysis into their applicable policies and procedures in the areas of planning, alternatives analysis, design, and operations? • Are State and local agencies regularly integrating safety performance into their transportation investment decisions? • Has the State established an evaluation plan to compare predicted safety performance to actual safety performance once sufficient crash history data becomes available?

Final Report Questions:

1) Reporting Period:	Final Report: December 2018
2) Division Contact for additional information:	Franklin Garcia, Director, Traffic Safety Division
<p>3) What is the State's current stage of innovation implementation?</p> <p>Review the Innovation Profile Template and select the appropriate implementation stage for this innovation.</p>	<p>(Choice)</p> <p><input type="checkbox"/> Not Implementing</p> <p><input checked="" type="checkbox"/> Development Stage</p> <p><input type="checkbox"/> Demonstration Stage</p> <p><input type="checkbox"/> Assessment Stage</p> <p><input type="checkbox"/> Institutionalized</p>
<p>4) Describe the State's accomplishments for this reporting period (both State DOT and local agency accomplishments). Please provide EDC-4 highlights with good "so what" nuggets.</p> <p>-- What would another state be interested in and/or how could leadership use the information I am providing?</p> <p>-- If the State has advanced to the next implementation stage, consider the prompt questions in the chart and explain the advancements made to support your selection.</p> <p>-- Please include benefits as part of your explanation (i.e. time/cost savings, delay/crash reductions, etc.)</p>	<p>By the end of 2018 NMDOT has increased the electronic transfer of crash reports to 72%. There are approxamety 40 agencies utilizing the TraCS software. NMDOT has integrated a Bar-Code to be used to scan vehicle registrations at traffic stops. A total of 27 courts are now received electronic citations again, using TraCS. A total of 46 courts will be rolled out by April 1, 2019.</p>
5) Describe any additional assistance needed by your state.	<i>(open discussion)</i>
6) Describe any implementation obstacles or lessons learned. Also, indicate if and how your state can provide assistance to others in their implementation of this innovation.	<i>The most critical obstacle has been the coordination between the LEA's and the courts.</i>
7) The responses have been coordinated with the necessary transportation agencies and Division Office technical resource.	<p>(Choice)</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>