

CTSRC Crash News Update



My name is Chuck Grasso and I am a retired Police Sergeant now working for the University of Connecticut Transportation Safety Research Center as a Crash Data Liaison to Law Enforcement. Each month I will be bringing you a newsletter on both the progress of the new MMUCC PR-1, as well as crash investigation news.

Data Quality

The MMUCC PR-1 has placed Connecticut in the forefront of collision investigations. As with any new document in law enforcement there is going to be an adjustment period. So far the reports submitted by police departments show that 97% of all reports are completed correctly. This is a credit to all the officers and departments in the State of Connecticut.

Each week we are going to spotlight some areas that need more clarification to enhance the quality of the data recorded in the reports. The first area we will review this week will be in regards to the "**Contributing Circumstances Environmental**" section that potentially contributed to the crash. The Investigator must choose at least one condition, but you may choose up to three. All boxes must be coded, i.e., if less than three conditions are selected the other conditions should be listed as "88" Not Applicable.

If "Environmental Conditions" played no factor in the collision the Investigator MUST fill in the section as "00" None. At no time should the boxes be left blank. This same philosophy applies to the section of "**Contributing Circumstances Motor Vehicle**". If Contributing Circumstances Motor Vehicle played no factor in the



Contact Us

If you have any questions regarding this newsletter or the new MMUCC PR-1 please contact :

Chuck Grasso
[Click here to email](#)
860-486-1587

Quick Links

[CTSRC Website](#)

[CTSRC YouTube Channel](#)

[Training Video](#)

collision the Investigator MUST fill in the section as "00" None. At no time should the boxes be left blank.

"Driver Actions

"Location of Crash". If the crash is not at an intersection, then direction and distance from nearest landmark is required and cannot be left blank. Remember, unless the collision occurs within the extended curb lines of the intersection the collision did not occur within the intersection. If the collision was as a result of vehicles stopped to enter the intersection the collision would be considered "Intersection Related"

"Person ID". The former PR-1 identified each person involved in the collision by starting with the numeric code for the vehicle which the person was in. Under the new MMUCC PR-1 each person is identified with a unique number. For example, if you had three persons involved in a two car collision the numbers assigned to each individual would be "1", "2" & "3". You will always have a unique number in numeric order assigned to each person and witness involved in a collision.

". Drivers Actions cannot be left blank or have the value of "88", Not Applicable, entered in all the selections. If the drivers actions did not contribute to the collision the proper coding should be "01" No Action.

Crash Spotlight

Each month we will be highlighting crash scenarios involving unique collisions. We strongly encourage each agency to submit any collision scenarios that they feel could assist other officers and agencies in completing crash reports. Each month one collision will be selected and highlighted in the crash spotlight portion of this newsletter.

Connecticut Transportation Safety Research Center, 270 Middle Turnpike,
Unit 5202, Storrs, CT 06269

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by creatur@enqr.uconn.edu in collaboration with

Constant Contact 

Try it free today