States’ Alignment to MMUCC 5th Edition

“P18. Distracted By”

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Lifesavers

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What is MMUCC?

- MMUCC is a voluntary guideline.
- First developed by NHTSA and the Governors Highway Safety Association (GHSA) in 1998 and updated regularly.
- Provides a “minimum set” of standardized data elements to promote comparability of data within the highway safety community.
- MMUCC is the foundation for State crash data systems and report forms.
MMUCC Mapping

• Inform States how they align to MMUCC and detail opportunities for improvement;

• Identify the data elements and attributes that are challenging for States;

• Establishes a baseline for understanding the States’ crash data capabilities;

• Will inform future editions of MMUCC by understanding potential impacts changes might have on the States.
Mapping to MMUCC Methodology

1. Collect State documentation
2. Build State crash database structure in TRIPRS
3. Map State crash structure to MMUCC following MMUCC Mapping Rules
4. Provide draft mapping
5. Host report out webinar, get clarifications and answer questions
6. Finalize mapping report and submit to State
Distraction Data

Limitations, Changes and Mappings
Common Data Limitations

“NHTSA recognizes that there are limitations to the collection and reporting of FARS and GES data with regard to driver distraction. The data for FARS and GES are based on PARS and information gathered after the crashes have occurred.

One noteworthy challenge for collection of distracted driving data is the PAR itself. Police crash reports vary across jurisdictions, thus creating potential inconsistencies in reporting. Many variables on the police accident report are nearly universal, but distraction is not one of those variables. Some PARS identify distraction as a distinct reporting field, while others do not have such a field and identification of distraction is based upon the narrative portion of the report.”

P16. Driver Distracted By

Definition: Distractions which may have influenced the driver performance. The distractions can be inside the motor vehicle (internal) or outside the motor vehicle (external).

Attributes:
- Not Distracted
- Manually Operating an Electronic Communication Device (texting, typing, dialing)
- Talking on Hands-Free Electronic Device
- Talking on Hand-Held Electronic Device
- Other Activity, Electronic Device
- Passenger
- Other Inside the Vehicle (eating, personal hygiene, etc.)
- Outside the Vehicle (includes unspecified external distractions)
- Unknown if Distracted
**P18. Distracted By**

**Definition:** Distractions that may have influenced driver/non-motorist performance, involving both an action taken by the driver/non-motorist and the source of the distraction.

**Attribute Values:**

Subfield 1 **Action**

- 00 Not Distracted
- 01 Talking/listening
- 02 Manually Operating (texting, dialing, playing game, etc.)
- 03 Other Action (looking away from task, etc.)
- 99 Unknown

Subfield 2 **Source**

- 01 Hands-Free Mobile Phone
- 02 Hand-Held Mobile Phone
- 03 Other Electronic Device
- 04 Vehicle-Integrated Device
- 05 Passenger/Other Non-Motorist
- 06 External (to vehicle/non-motorist area)
- 07 Other Distraction (animal, food, grooming)
- 97 Not Applicable (Not Distracted)
- 99 Unknown
States’ Alignment to MMUCC "P18. Distracted By"
National Mapping

Number of States in Each Range

- [0.0, 18.0]: 46
- (18.0, 36.0]: 4
- (36.0, 54.0]: 0
- (54.0, 72.0]: 0
- (72.0, 90.0]: 0
- (90.0, 108.0]: 2

Range of Average Scores
MMUCC Mapping Results

- The national average mapping score for “P18. Distracted By” equals 6.32%

- 1 State aligned to MMUCC “P18. Distracted By” 100%

- 42 States aligned to MMUCC “P18. Distracted By” 0.0%

- 9 States aligned to MMUCC “P18. Distracted By” more than 0.0% and less than 100.0%.

- Standard deviation = 19.24
<table>
<thead>
<tr>
<th>P18. Distracted By</th>
<th>National</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Mapping Score(%)</td>
</tr>
<tr>
<td>6.32%</td>
<td></td>
</tr>
<tr>
<td>1. Action</td>
<td></td>
</tr>
<tr>
<td>00. Not Distracted</td>
<td>15.4%</td>
</tr>
<tr>
<td>01. Talking/listening</td>
<td>3.8%</td>
</tr>
<tr>
<td>02. Manually Operating (texting, dialing, playing game, etc.)</td>
<td>5.8%</td>
</tr>
<tr>
<td>03. Other Action (looking away from task, etc.)</td>
<td>3.8%</td>
</tr>
<tr>
<td>99. Unknown</td>
<td>3.8%</td>
</tr>
<tr>
<td>2. Source</td>
<td></td>
</tr>
<tr>
<td>01. Hands-Free Mobile Phone</td>
<td>5.8%</td>
</tr>
<tr>
<td>02. Hand-Held Mobile Phone</td>
<td>7.7%</td>
</tr>
<tr>
<td>03. Other Electronic Device</td>
<td>3.8%</td>
</tr>
<tr>
<td>04. Vehicle-Integrated Device</td>
<td>1.9%</td>
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<tr>
<td>05. Passenger/Other Non-Motorist</td>
<td>5.8%</td>
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<tr>
<td>06. External (to vehicle/non-motorist area)</td>
<td>9.6%</td>
</tr>
<tr>
<td>07. Other Distraction (animal, food, grooming)</td>
<td>3.8%</td>
</tr>
<tr>
<td>97. Not Applicable (Not Distracted)</td>
<td>9.6%</td>
</tr>
<tr>
<td>99. Unknown</td>
<td>7.7%</td>
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</table>
States’ Alignment to the MMUCC 5th Edition

115 Elements

Number of States in Each Range

<table>
<thead>
<tr>
<th>Range of Average Scores</th>
<th>Number of States</th>
</tr>
</thead>
<tbody>
<tr>
<td>[9.4%, 22.4%]</td>
<td>1</td>
</tr>
<tr>
<td>(22.4%, 35.4%]</td>
<td>10</td>
</tr>
<tr>
<td>(35.4%, 48.4%]</td>
<td>21</td>
</tr>
<tr>
<td>(48.4%, 61.4%]</td>
<td>15</td>
</tr>
<tr>
<td>(61.4%, 74.4%]</td>
<td>3</td>
</tr>
<tr>
<td>(74.4%, 87.4%]</td>
<td>2</td>
</tr>
</tbody>
</table>
States’ Alignment to MMUCC Person Data Elements

27 Elements

Number of States in Each Range

Range of Average Scores

- [1.47%, 17.47%]: 2
- (17.47%, 33.47%]: 8
- (33.47%, 49.47%]: 21
- (49.47%, 65.47%]: 13
- (65.47%, 81.47%]: 6
- (81.47%, 97.47%]: 2
NEXT STEPS

Bringing it all together
Next Steps

**Assess**

- State stakeholders can assess their existing distraction-related data elements and data needs to plan for updates.

**Assist**

- NHTSA has technical assistance programs free for States that wish to conduct MMUCC Mappings or request GO Teams for any traffic records-related assistance.

**Advocate**

- Once State stakeholders understand their needs and existing capabilities, they can advocate for data changes.
QUESTIONS?

Everyone

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