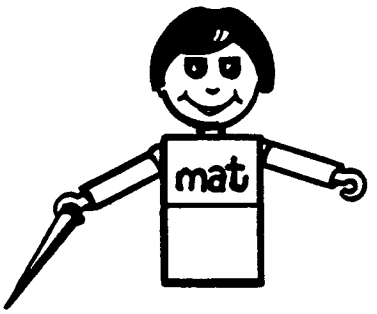
U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Manua
Accident Typing for Bicyclist Accidents

Training Manual

MANUAL ACCIDENT TYPING (MAT) FOR BICYCLE/VEHICLE ACCIDENTS



HOW TO USE THIS TRAINING MANUAL

The objective of this manual is to train you to classify or "type" bicyclist/motor vehicle accidents. That is, each accident involving a bicyclist and a motor vehicle can be classified into one of 44 accident types. You will learn the procedure for assigning the proper type to an accident, given the information contained in the police accident report.

The training program contained in this manual was originally produced in the form of photographic slides and an audiotape cassette. In that form, it has already been used to successfully train coders in several states and local communities. The slide/tape program was converted to book form to make the program easier to use--you don't need a projector or tape player. Also, this form makes it easier to refer back to information you may want to review.

This manual is designed to let you read the material and work practice exercises by yourself at your own pace. However, your supervisor (i.e., the person responsible for overseeing the coding of the accident reports) will work with you. This is how you should use the Training Manual:

1. Read the information in each section carefully and do the practice case or cases at the end. There are five sections in the manual.

2. When you are done with each section, inform your supervisor, but don't look up the correct answer(s) to the case(s) yet. Your supervisor will go over the case(s) with you. If you are part of a group of people who are learning to code, the supervisor will schedule a group discussion. You will review the correct answer(s) as part of this discussion, and you will have the chance to ask questions.

Remember: Finish each section and inform the supervisor. Please don't work ahead to the next section until he/she tells you to do so.

Turn to Section One and begin.

SECTION ONE

SECTION ONE

1

OBJECTIVE
Learning to Classify
Bicycle/Motor Vehicle
Accidents

The objective of this program is to teach you how to classify or "type" accidents between bicycles and motor vehicles. You will be reading police accident reports and classifying them on the basis of the various kinds of information they contain.

2

TYPING

Classifying Accident Reports into Accident Types

"Typing" involves classifying the accidents into different accident types, depending on how and where the accident occurred. Using the information contained in the accident report, you will "figure out" what the motorist and the bicyclist did or did not do that led to the collision.

Before learning the typing procedure, we should discuss why we classify accidents. Accident typing serves a number of purposes.

3

WHY "TYPE" BICYCLE ACCIDENTS?

1. **Define Accident Problem**
2. **Develop Countermeasures**
3. **Allocate Community Resources**
4. **Evaluate Countermeasures**

First, it enables a community to define its accident problem. Rather than having just a stack of reports, the accidents can be divided into types that involve common characteristics. Accidents are not random occurrences. There are a number of patterns--sets of common characteristics--which reoccur again and again. Each of these patterns is an accident type. Classifying or "typing" accidents enables a community to determine the accident types which occur most frequently in its area.

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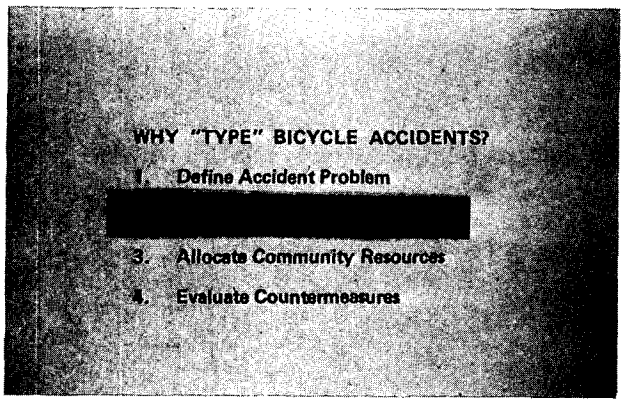

Studying the circumstances that make up a given accident type can also lead to a remedy or countermeasure to that accident type.

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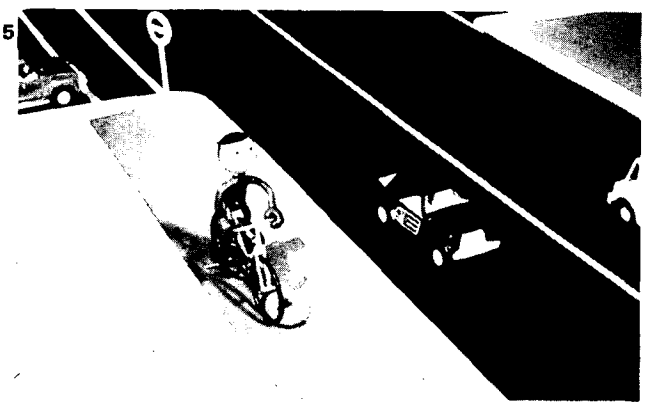

The National Highway Traffic Safety Administration has begun the development and testing of just such potential countermeasures. Some of these suggested approaches are now available for use by communities. Others are presently under development.

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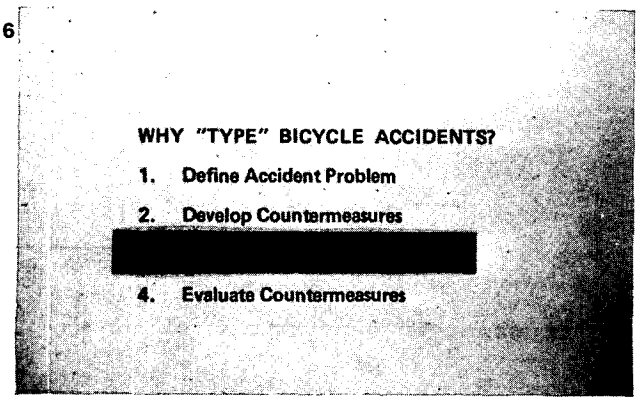
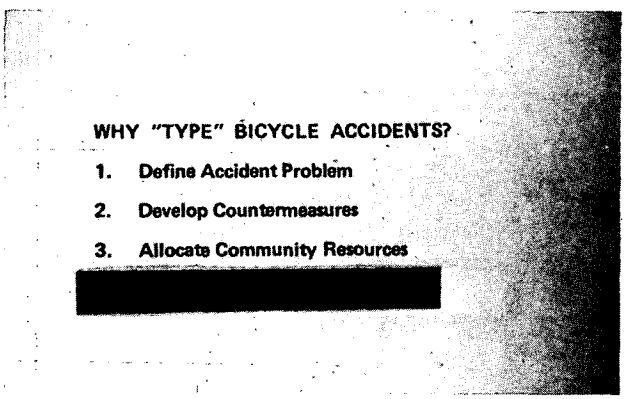


A third reason for accident typing is that communities can use the relative frequency of each accident type to decide how to allocate community resources among various countermeasures.

If Type One accidents occur three times as often as any of the other types, then a greater proportion of the funding and effort should be directed toward countermeasures against that type.

7



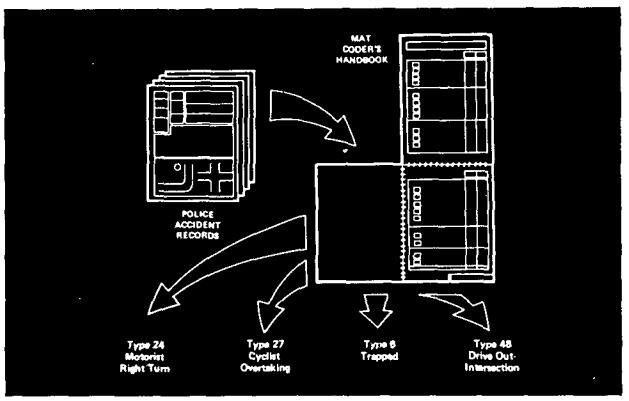
Finally, accident typing can be used to evaluate the effectiveness of countermeasures once they are implemented.

Bicycle accident typing is an important step in the development of an effective program to combat bicycle accidents.

8

The system we will be using to type bicycle accidents is called Manual Accident Typing.

9



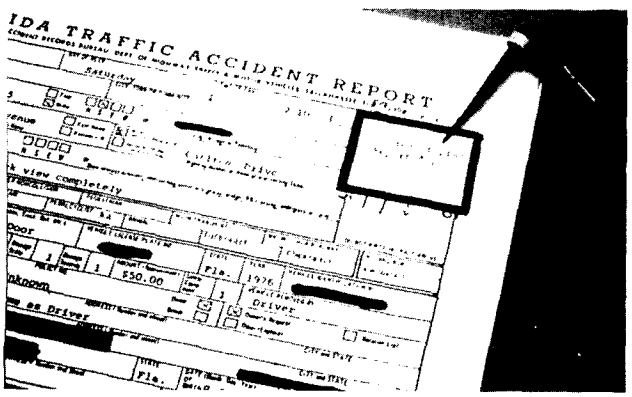
This accident typing system involves reading a police accident report and following procedures detailed in the Coder's Handbook to decide on an accident type which matches the facts presented in the report. As you type, you will be referring back and forth between the accident report and the Coder's Handbook.

10

To complete this accident typing program, you should have the following materials: A bicycle accident typing Coder's Handbook; accident type recording forms, and a Practice Cases Booklet. Take a few minutes to leaf through these materials and become familiar with their contents.

[STOP, review materials, then CONTINUE]

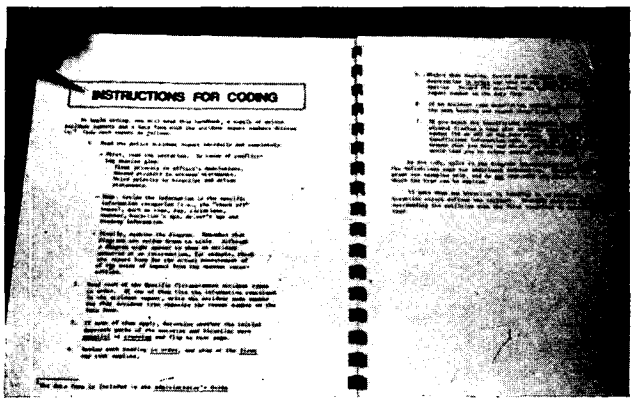
11



Now that you've looked over the materials, lets review them together. First, the Practice Cases Booklet. These are actual bicycle accidents that have been collected from police agencies across the country. You will notice that different jurisdictions use different report forms.

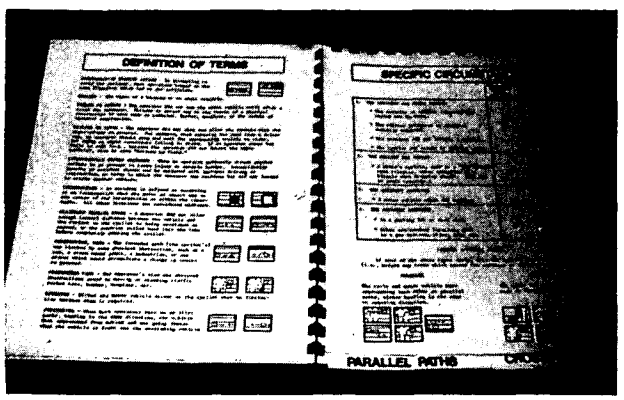
The sample reports have been numbered in the upper right-hand corner, beginning with report number one.

12



The Handbook is separated into three parts: The instructions, definitions, and the accident type descriptions. The summary directions are on page two of the Handbook. They provide a brief review of the typing procedure.

13

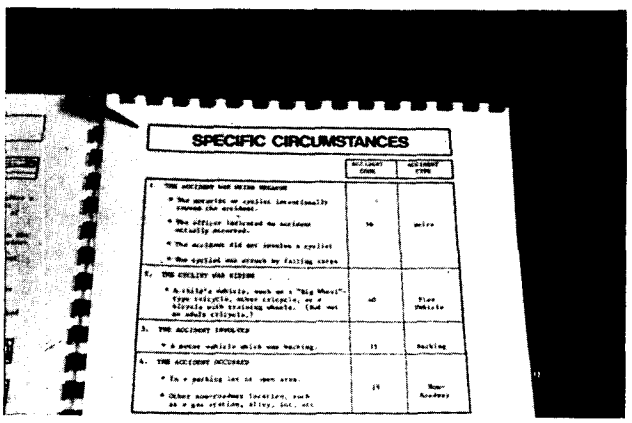


Page four contains defintions of the key terms used in the accident type descriptions. Be sure to refer to them as you code. They are placed opposite the pages containing the accident codes so that you can refer to them easily.

After reading a police report, you will locate the appropriate accident type on one of the three flip-up pages located opposite the definitions page. The three pages are titled "Specific Circumstances," "Parallel Paths" or "Crossing Paths." Let's review the coding procedure before coding a practice case.

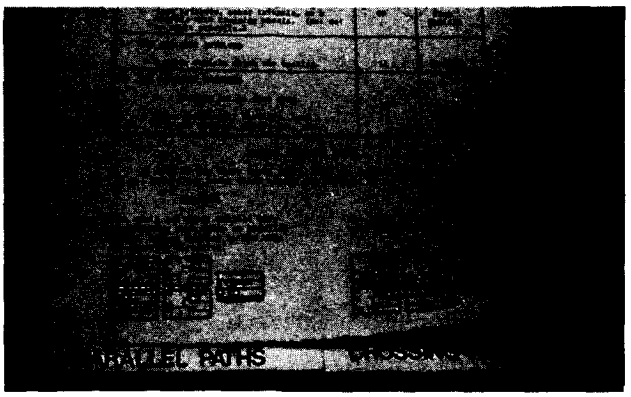
[Follow along in your Coder's Handbook as each page is discussed.]

14



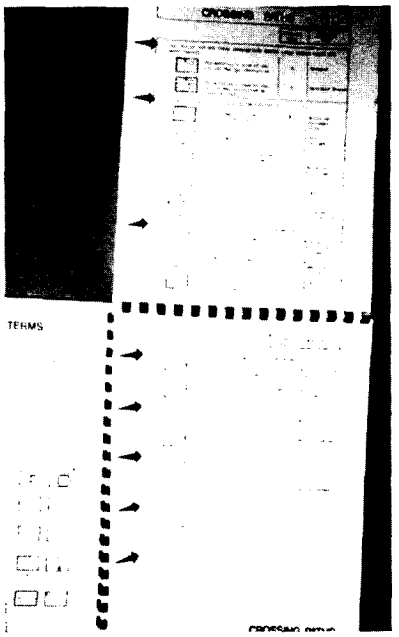
The "Specific Circumstances" grouping includes accidents that are distinguished by some specific factor such as a backing motor vehicle, a child's "Big Wheel" or a non-roadway location. You review each of these accident types and, if one of them matches the accident report you are working with, you select its code to type the accident.

15



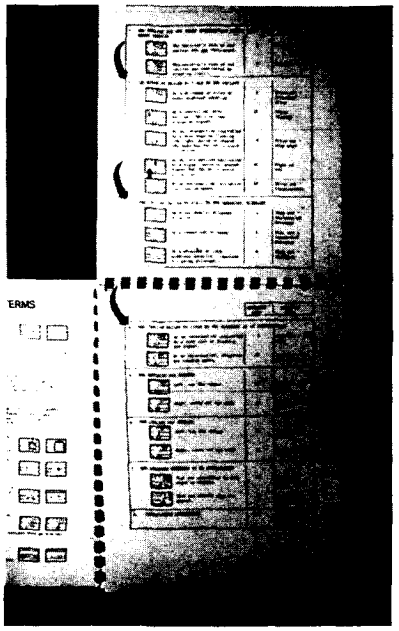
If none of the "Specific Circumstance" descriptions apply, you decide whether the operator's initial approach paths were parallel or crossing and flip to that page.

16



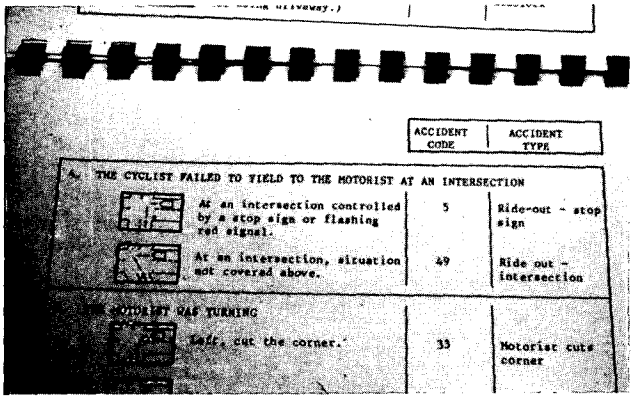
Each of these pages has a series of numbered headings which describe a cyclist or motorist action leading to the accident.

17



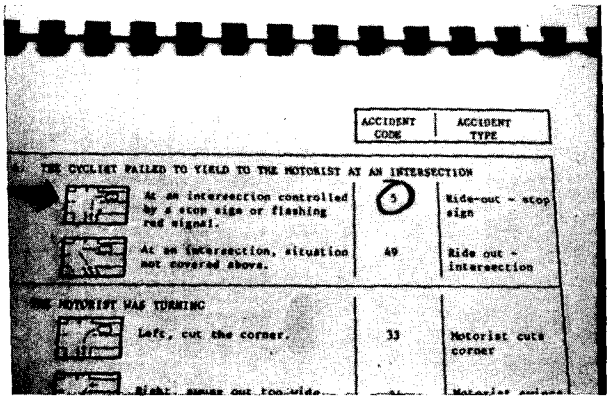
You read down the headings and stop at the first one that applies . . .

18



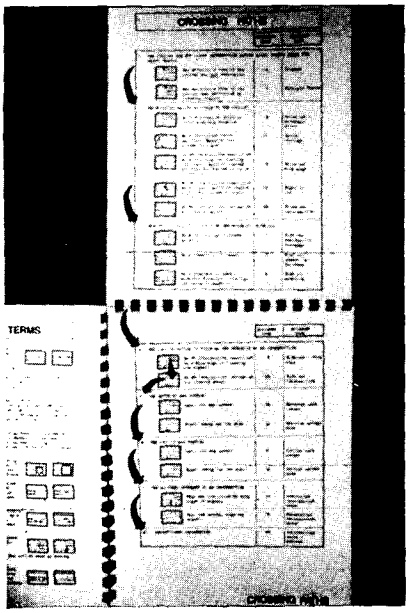
. . . and then you read the accident types underneath it.

19



When you find an accident type that describes the accident in question, record that accident type code (circled in the picture) on the data recording form.

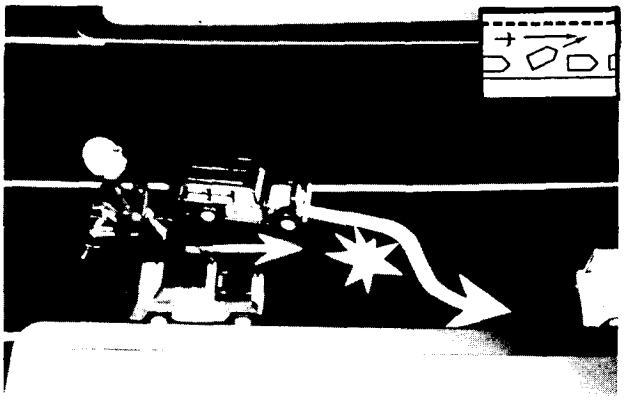
20



If none of the accident types under a particular heading are appropriate, move on to the next heading and see if it applies.

Continue this procedure until you locate an appropriate accident type or end up at the "Insufficient Information" code at the end of the page.

21



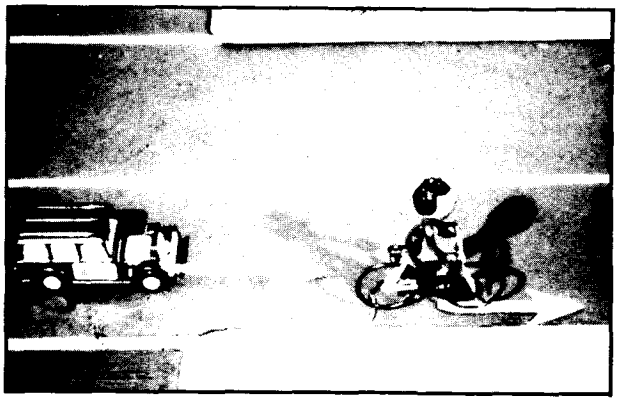
Each accident type description has a diagram to clarify its meaning. These drawings, however, are only example cases and do not represent all possible ways that type can happen. For example, one accident type involves a motorist entering or exiting an on-street parking space. The diagram only illustrates the motorist exiting the parking space, although this accident type would apply equally well if the motorist were entering the parking space. This situation is shown by the models in the picture.

Thus, the diagrams are to be used as an aid, but should not be considered the only possible representation of an accident type.

22

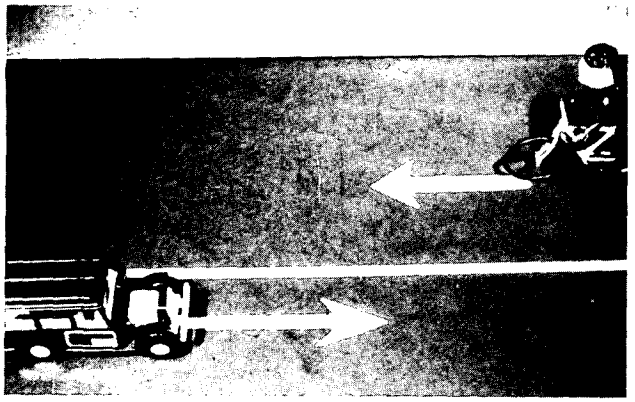
At the bottom of the "Specific Circumstances" page you are asked to decide whether the initial approach paths of the vehicles were parallel or crossing. The initial approach paths are the paths the motorist and bicyclist were on as they approached the accident location.

23



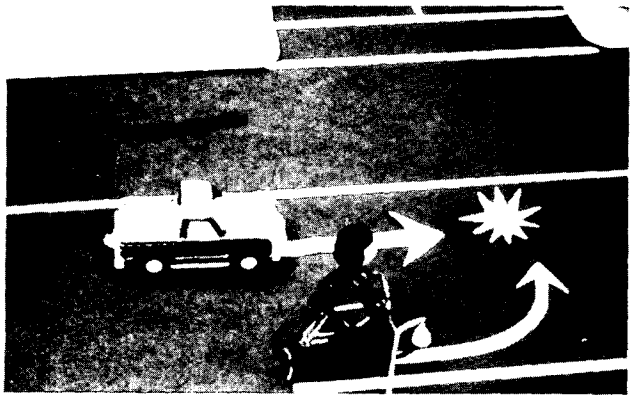
If both operators were heading in the same direction . . .

24



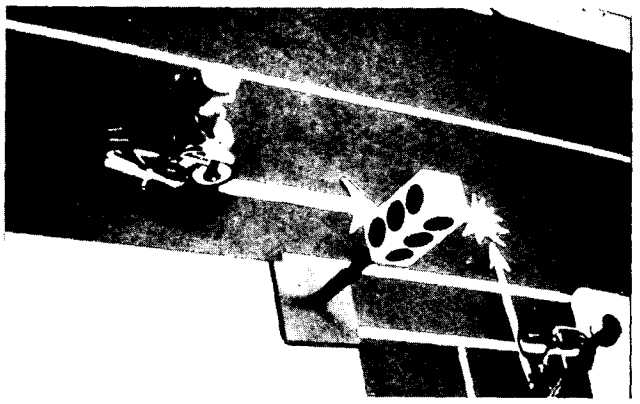
. . . or opposite directions, the approach paths would be considered to be parallel.

25



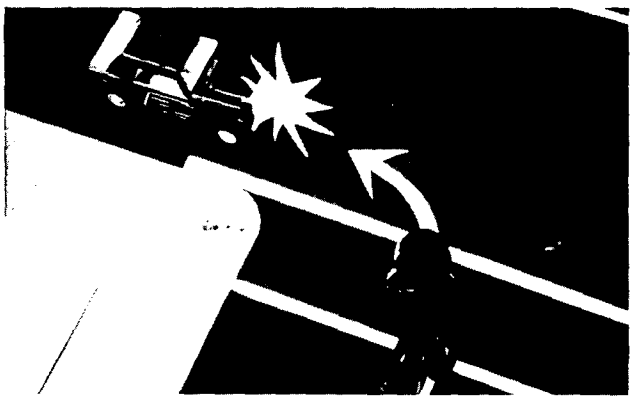
Even if an operator makes a turn into the other operator, as shown, the paths are still considered parallel because we are interested in the courses the operators were on before any turns were made.

26



"Crossing Paths" are those in which the motorist and bicyclist were initially on routes that intersect. Again, the paths we are interested in are the paths before any turns were made.

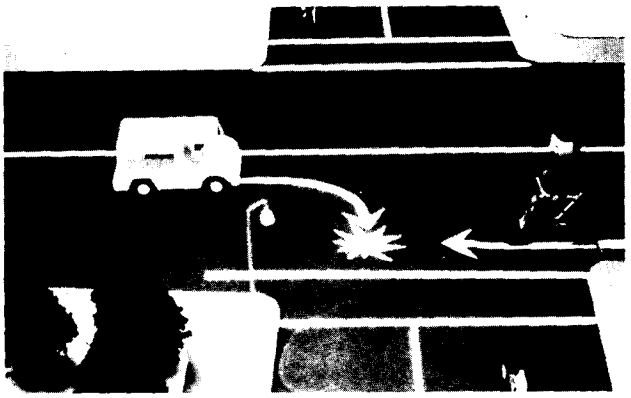
27



In this case, the motorist's and bicyclist's routes were at a right angle before the bicyclist turned, so we use "Crossing Paths."

To decide if the initial approach paths are crossing or parallel, you will have to examine the diagram, read the narrative, and review the boxes and blanks filled in on the police report.

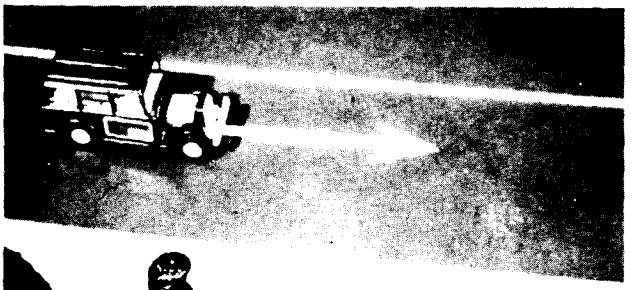
28

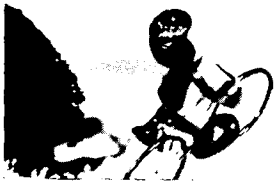


Are these initial paths crossing or parallel?

These paths are parallel, facing approach, as the motorist and the bicyclist were approaching each other head-on until the truck turned.

29





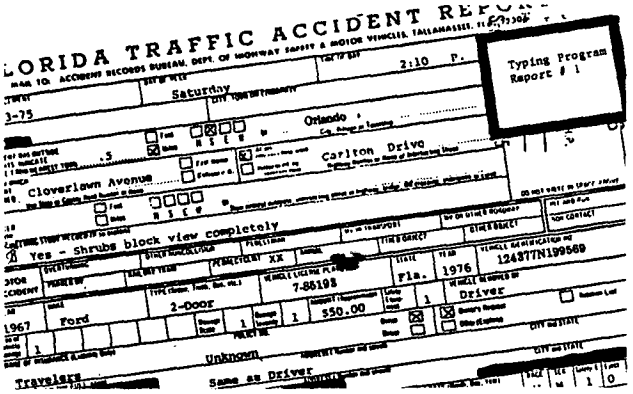
How about this situation? Are the initial approach paths parallel or crossing?

This is an example of "Crossing Paths."

Now that we have established the difference between parallel and crossing approach paths, we are ready to start coding the first report.

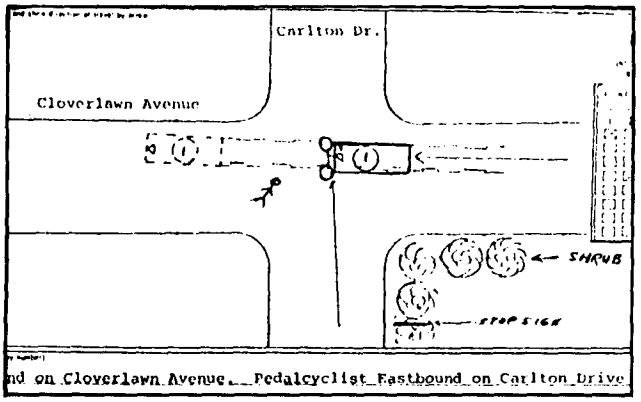
[Turn to report number one in the Practice Cases Booklet.]

30



The first page of the report contains the time and location of the accident along with the names of the involved parties. Since we are using real accidents, we have blocked out certain information to preserve confidentiality. From the first page, we note that the accident happened on Saturday at 2:10 p.m. In this case the motor vehicle is referred to as Vehicle Number One and the bicycle as Vehicle Number Two.

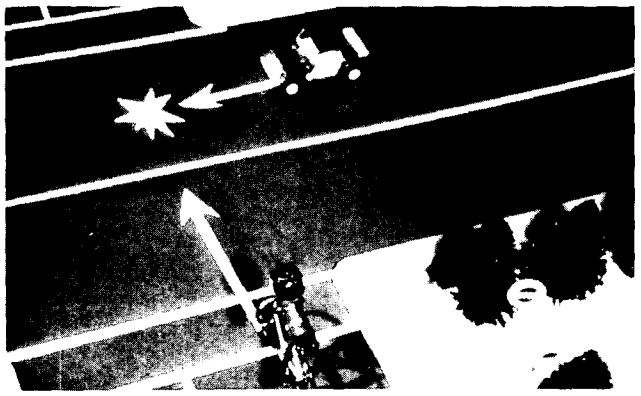
31



The second page contains a diagram and narrative description of the accident. The narrative reads "Vehicle #1 northbound on Cloverlawn Avenue. Pedalcyclist eastbound on Carlton Drive, passed stop sign riding into path of Vehicle #1, causing Vehicle #1 to strike pedalcyclist in right side with front."

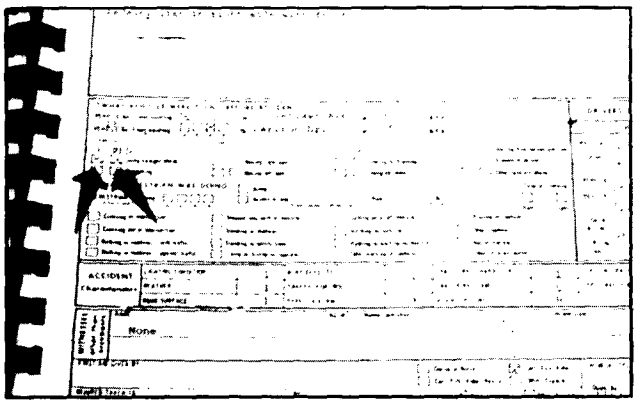
The diagram depicts an intersection with a stop sign, shrubs, and the two parties colliding, with the car skidding to a stop.

32



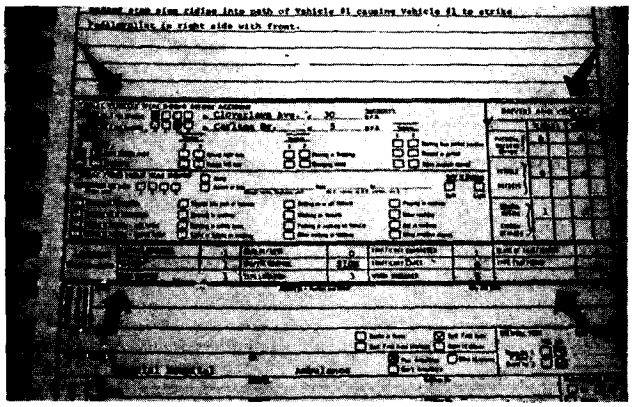
This is the same accident depicted using our models.

33



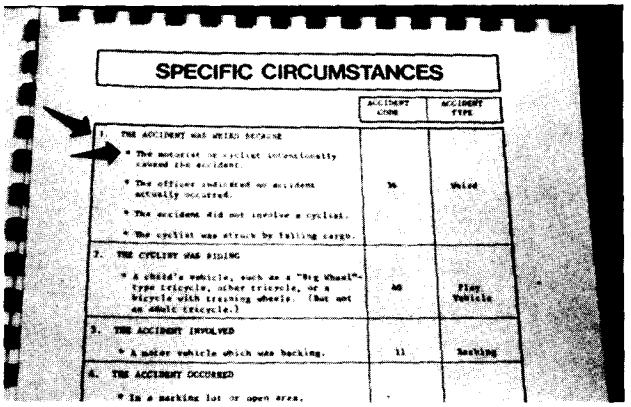
Note that in the section entitled "What Vehicles Were Doing Before Accident," the box "Going Straight" is checked for both operators.

34



Also, look over the other boxes and the "Fill in the Blank" items for additional information.

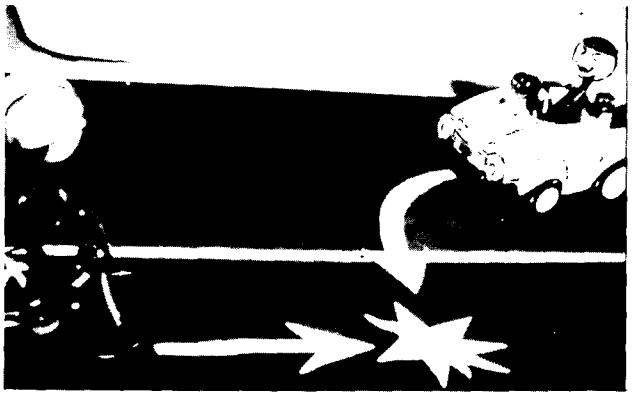
35



Now that we have a basic understanding of what occurred in this accident, we turn to the Handbook to code the accident. As the instructions state, we start with the "Specific Circumstances" page.

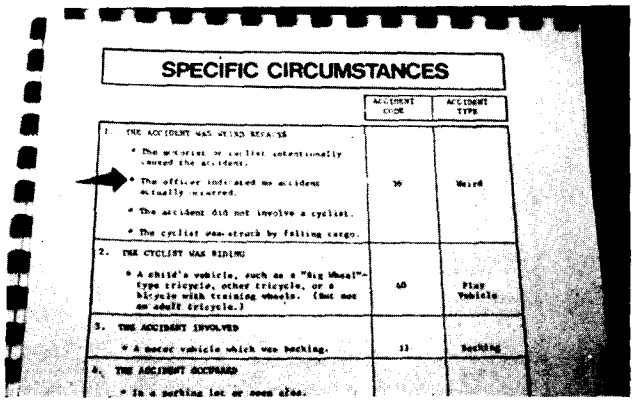
The first heading reads "The Accident was Weird," and gives reasons such as the motorist or the bicyclist intentionally caused the accident.

36



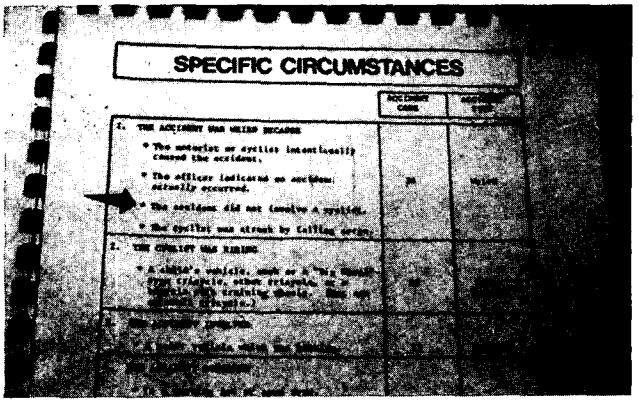
If a motorist was attempting to run a cyclist off the road, or purposely ran into a bicyclist, we would consider this an accident the motorist intentionally caused. Also, if a motorist (or bicyclist) is charged with assault or "vehicular assault," this type would most likely apply--as long as the assault didn't occur after the accident. Nowhere on the report is it indicated that the accident was intentional so we continue.

37



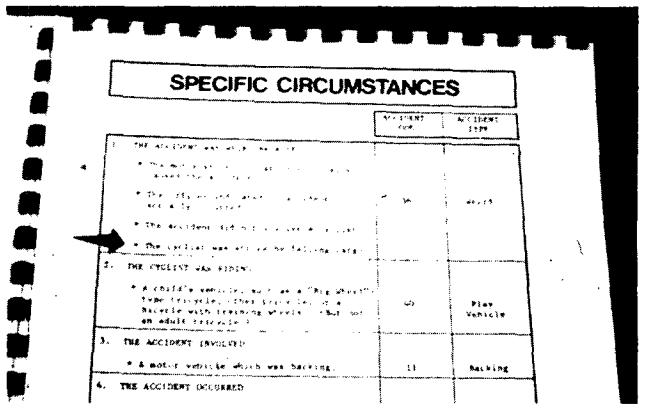
"Officer Indicates that no Accident Occurred." This type would apply if the officer concluded that no collision had in fact happened. For example, if a driver had a "close call" with a cyclist the driver may have reported the accident, unsure whether or not he or she had struck the bicyclist.

38



Continuing, "The Accident Did Not Involve a Cyclist." For example, if the accident had involved a car and a moped or motorcycle, we would use this type. This accident did involve a bicyclist so, again, we continue on.

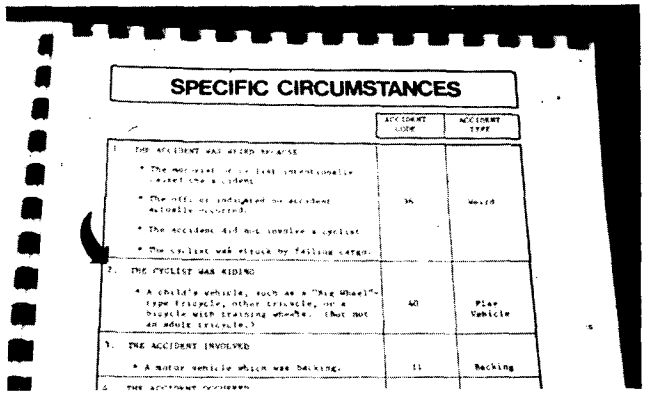
39



"The Bicyclist was Struck by Falling Cargo." No, this was not the case.

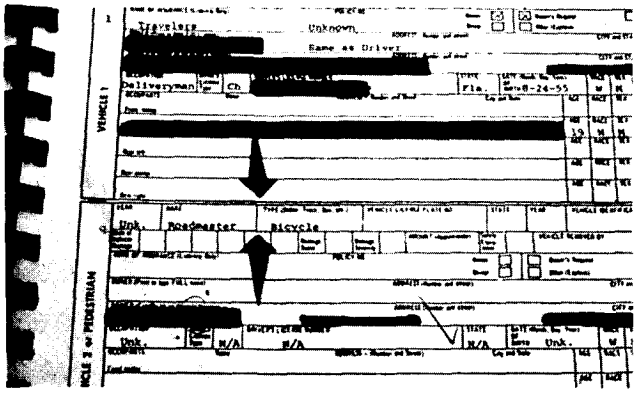
Since none of the statements under the "Weird" heading apply to this accident report, it is not a Type 36, Weird accident so . . .

40



. . . we continue on to the next "Specific Circumstance" which states "The Bicyclist Was Riding a Child's Vehicle such as a 'Big Wheel,' Tricycle, Bicycle With Training Wheels, or Other Child's Play Toy Having Three or More Wheels."

41

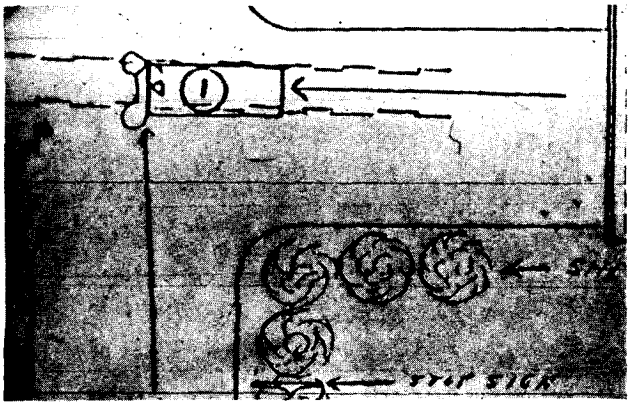


The pedalcycle indicated in this accident is shown in the diagram as a two-wheeler and listed as a "Roadmaster Bicycle" so we can be confident that it is not a tricycle. Generally, tricycles can be identified from the diagram or the "Vehicle Make" item on the report. Whenever a cycle is indicated to be a tricycle-type vehicle, check the age of the rider to determine whether it is a child's vehicle or an adult tricycle. Don't use this code for adult tricycles. Only use this accident code if the vehicle is a child's play vehicle and is being ridden by a child.

42

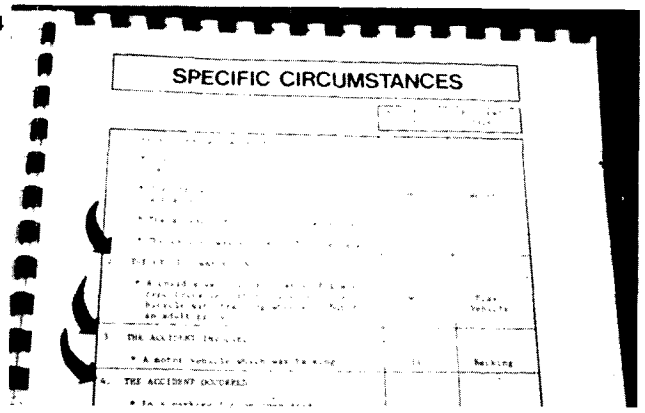
On to Heading Number Three, "The Accident Involved a Motor Vehicle Which Was Backing."

43



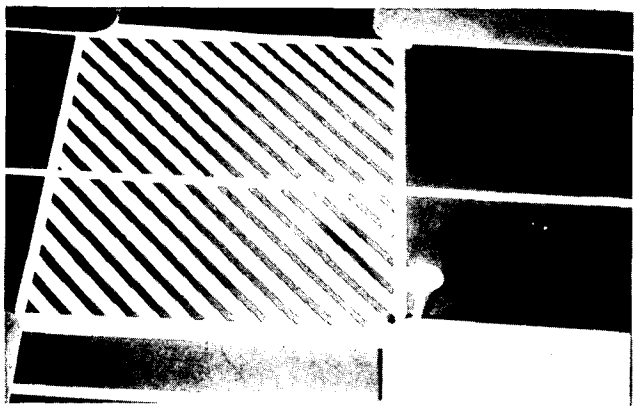
No, the motor vehicle was going straight, not backing, and moving in a forward direction as indicated by the arrows in the diagram.

44



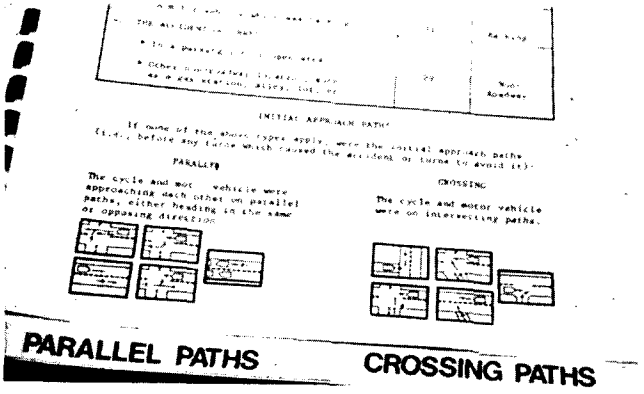
So, we read the next heading "The Accident Occurred in a Parking Lot or Open Area or Other Non-Roadway Location, such as a Gas Station, Alley, Lot, etc."

45



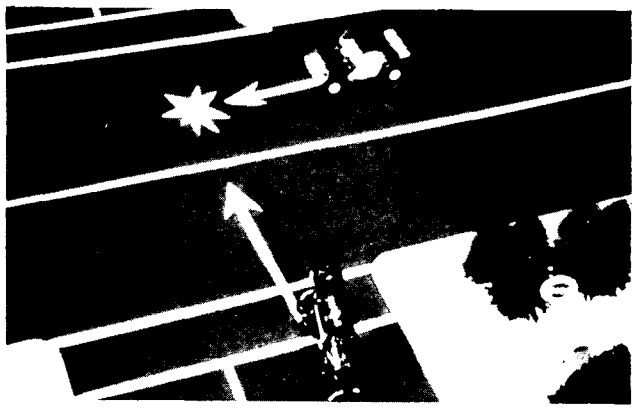
This accident occurred on the road at an intersection controlled by a stop sign, so this accident type does not apply.

46



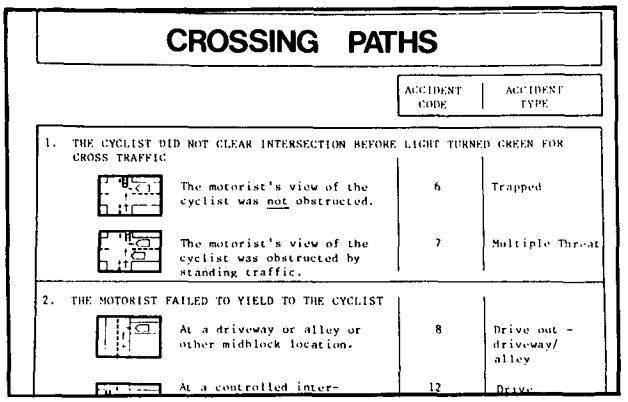
As none of the "Specific Circumstances" applied to this report, we now decide if the initial approach paths were parallel or crossing. What do you think?

47



The paths were crossing! The motorist was heading north, while the bicyclist was heading east. Even if the bicyclist or the motorist had turned at this intersection, their initial approach paths would still be considered crossing.

48

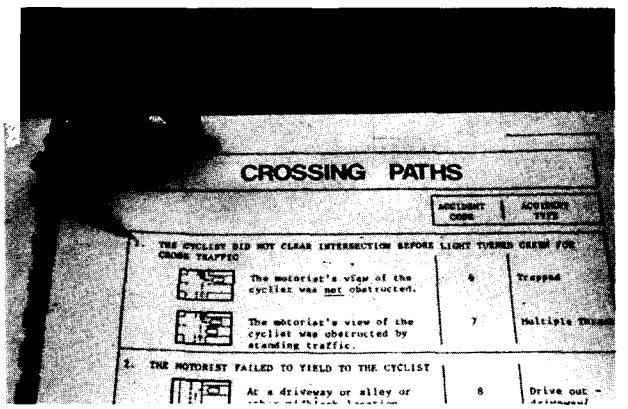


CROSSING PATHS

	ACCIDENT CODE	ACCIDENT TYPE
1. THE CYCLIST DID NOT CLEAR INTERSECTION BEFORE LIGHT TURNED GREEN FOR CROSS TRAFFIC		
The motorist's view of the cyclist was not obstructed.	6	Trapped
The motorist's view of the cyclist was obstructed by standing traffic.	7	Multiple Threat
2. THE MOTORIST FAILED TO YIELD TO THE CYCLIST		
At a driveway or alley or other midblock location.	8	Drive out - driveway/ alley
At a controlled inter-	12	Drive

Since we decided that the paths are crossing, we turn to the section labeled "Crossing Paths."

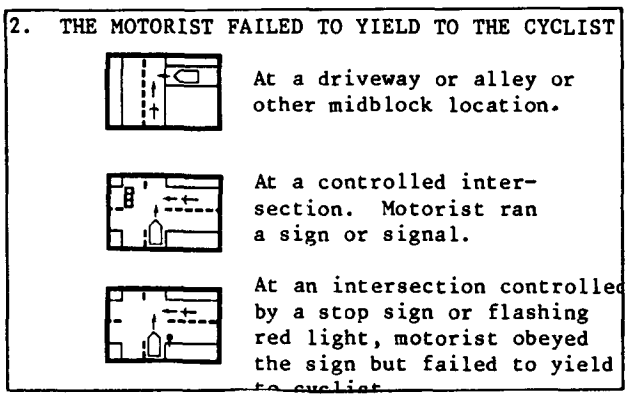
49



CROSSING PATHS

The first heading, "The Cyclist Did Not Clear Intersection Before Light Turned Green for Cross Traffic," does not apply as this intersection is controlled by a sign not a signal.

50



2. THE MOTORIST FAILED TO YIELD TO THE CYCLIST

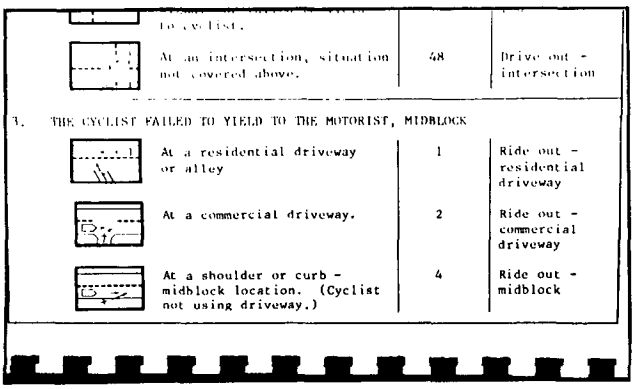
At a driveway or alley or other midblock location.

At a controlled intersection. Motorist ran a sign or signal.

At an intersection controlled by a stop sign or flashing red light, motorist obeyed the sign but failed to yield to cyclist.

The next heading states "The Motorist Failed to Yield to the Cyclist." To establish whether an operator failed to yield, first determine which party had the right-of-way. In this report, the accident occurred at an intersection where the bicyclist had a stop sign and the motorist did not. Thus, the motorist had the right-of-way, and it was the bicyclist who failed to yield. Since it was not the motorist's responsibility "to yield," we move onto the next heading . . .

51

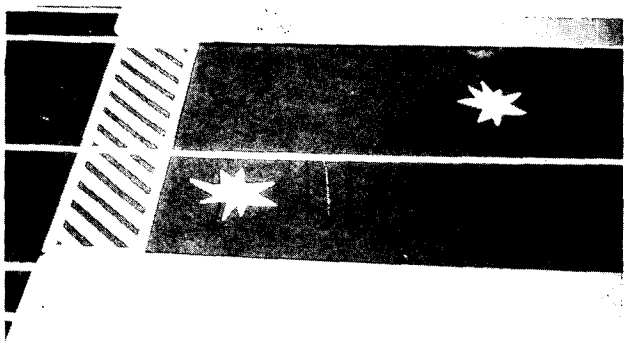


to cyclist.		
At an intersection, situation not covered above.	48	Drive out - intersection
3. THE CYCLIST FAILED TO YIELD TO THE MOTORIST, MIDBLOCK		
At a residential driveway or alley	1	Ride out - residential driveway
At a commercial driveway.	2	Ride out - commercial driveway
At a shoulder or curb - midblock location. (Cyclist not using driveway.)	4	Ride out - midblock

. . . "The Cyclist Failed to Yield to the Motorist Midblock."

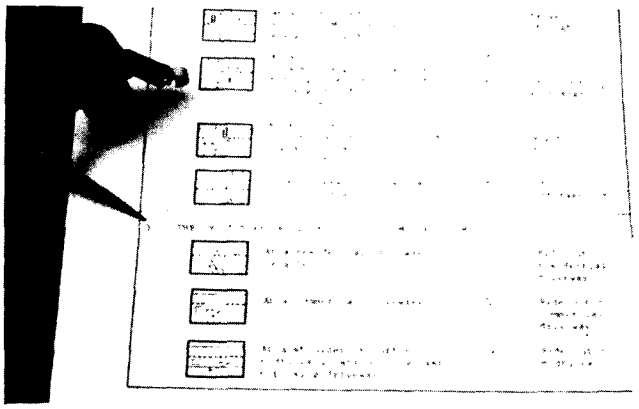
The bicyclist is indicated as having run the stop sign, so we would agree that the bicyclist did, indeed, fail to yield.

52



However, the accident did not occur midblock. For bicycle accident typing, "midblock" is defined as anywhere outside of the center of an intersection or its crosswalks. Both of these impact points shown in this picture are midblock.

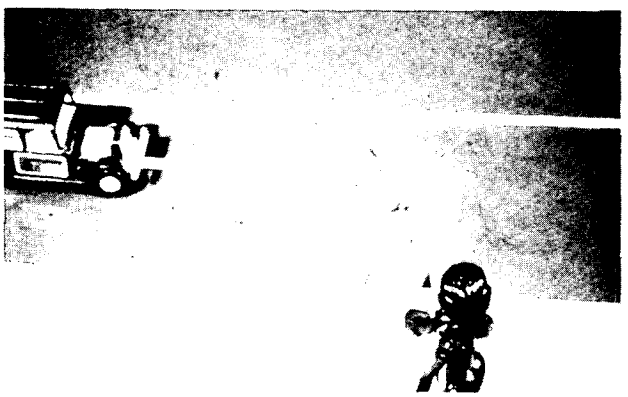
53



If the accident location had been midblock, we would have read the choices beneath the heading, such as, "Bicylist Failed to Yield" at:

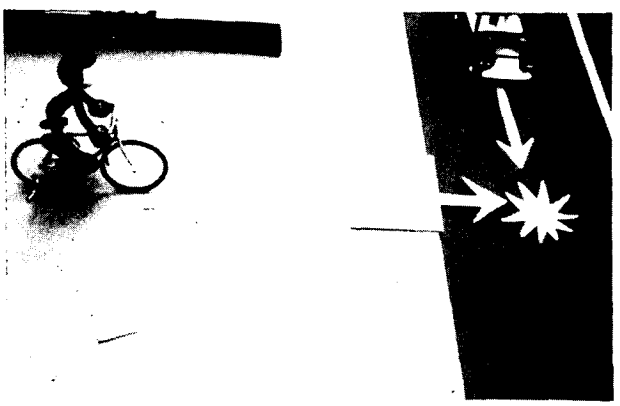
- a residential driveway or alley
- a commercial driveway
- a shoulder or curb.

54



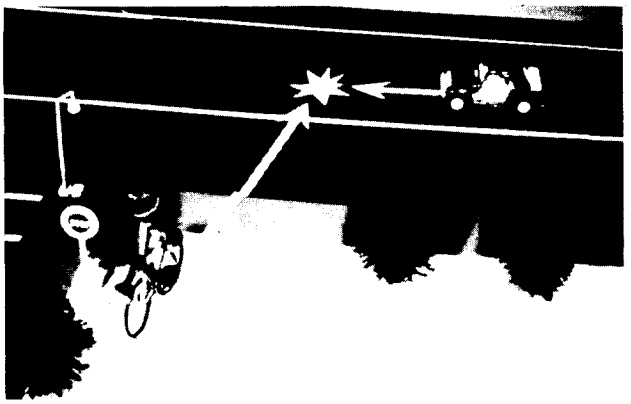
The Bicyclist Failed to Yield at: "A Residential Driveway." This accident type occurs when a bicyclist rides down a residential driveway and out into the street without stopping and waiting for traffic, as depicted in this picture.

55



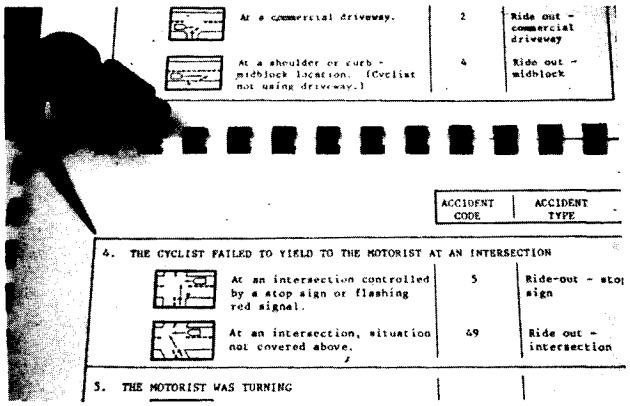
The next accident type, "At a Commercial Driveway," occurs when a bicyclist rides out of a commercial driveway or parking lot.

56



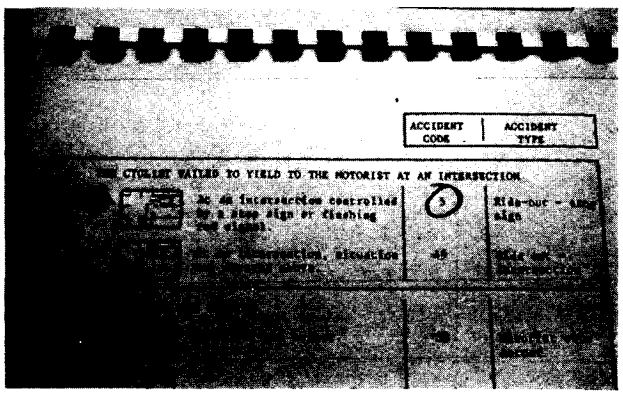
The last type under this heading, "At a Shoulder or Curb - Midblock Location (Cyclist not Using Driveway)," only applies if a bicyclist enters the roadway from across the shoulder or over the curb.

57



The fourth heading reads "The Bicyclist Failed to Yield to the Motorist at an Intersection." This is the first heading which fits the facts in the report, so we read the choices beneath it.

58



"At an Intersection Controlled by a Stop Sign or a Flashing Red Signal." This description agrees exactly, as the bicyclist was reported to have ridden through an intersection controlled by a stop sign. Since this accident description applies, we would type this report a number five, "Ride-Out Stop Sign."

59

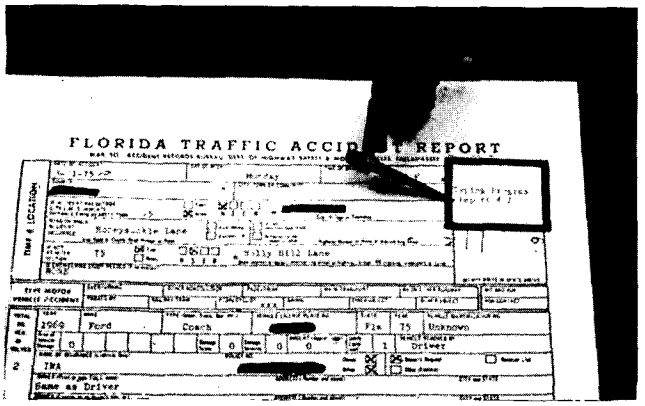
ACCIDENT TYPE RECORDING FORM

CODER _____ PAGE _____ DATE _____

REPORT NUMBER	ACCIDENT TYPE	REPORT NUMBER	ACCI TY
1	5		

The accident type number five should be recorded on the "Accident Type Recording Form" next to the report number one.

60



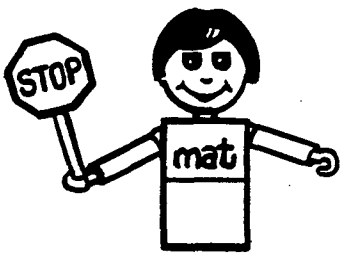
Now that you have been through the accident typing process, turn to accident number two and follow the typing procedure yourself.

61

1. Study the police accident report.
2. Review Special Circumstances.
3. Decide: parallel or crossing paths.
4. Select FIRST heading that applies.
5. Select FIRST accident type that applies.
6. Record accident type number.

Remember the procedure: Read through the report, paying close attention to the narrative, diagram and any boxes or "Fill in the Blank" items. If the report does not qualify for one of the "Specific Circumstances," decide if the paths were parallel or crossing, then turn to that page. Read down the headings until you find the first one that applies. Then, read the types under the heading and choose the first one that applies.

[Record the report number on the coding form, follow the above procedure and record the accident type number on the form, then STOP. Inform your supervisor that you have completed Section One. Please don't go on to Section Two until instructed to do so.]



SECTION TWO

SECTION TWO

62

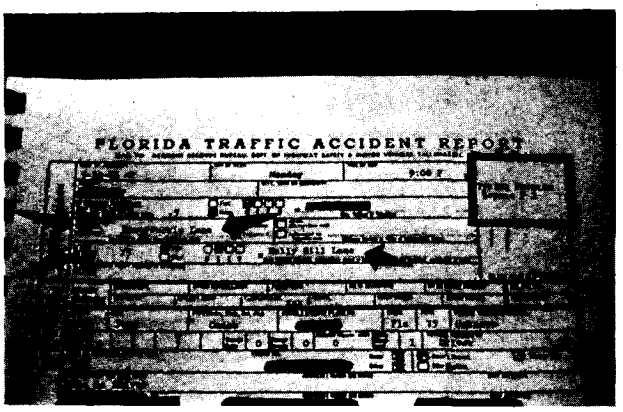
ACCIDENT TYPE RECORDING FORM

CODER _____ PAGE _____ DATE _____

REPORT NUMBER	ACCIDENT TYPE	REPORT NUMBER	ACCID TYP
1	5		
2	22		

The code for the second report should be a 22, "Motorist Left Turn in Front of Bicyclist." Let's run through the procedure you should have followed in typing this report.

63



First, the report form indicates the accident occurred 75 feet south of Holly Hill Lane on Honeysuckle Lane.

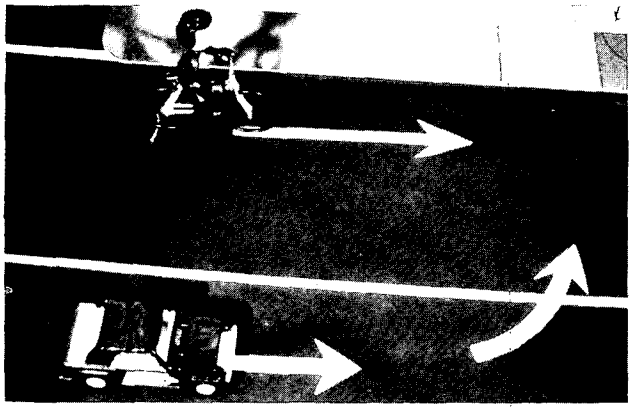
64

The narrative states that Vehicle Number One, the motor vehicle, made a left turn, striking a bicycle, Vehicle Number Two. The diagram . . .

65

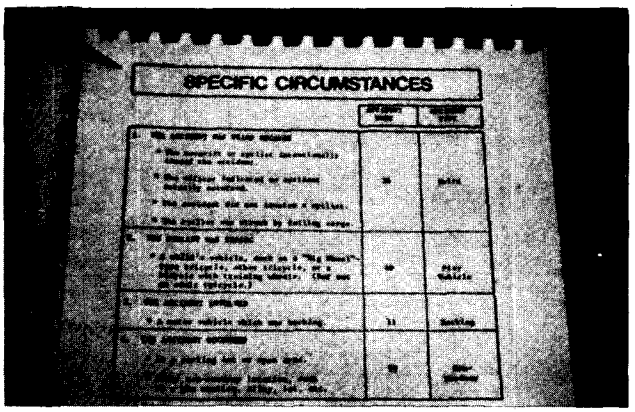
. . . as well as the box checked "Making a Left Turn" supports the narrative.

66



This is the model of the accident. Now that we have an idea as to how the accident occurred, we begin typing with the "Specific Circumstances."

67



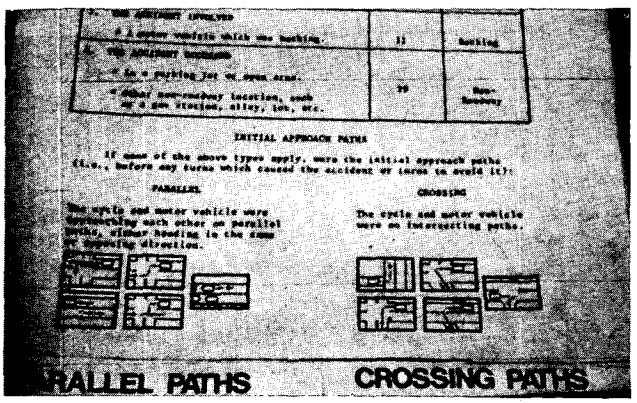
"The Accident was Weird?" No, none of the specific items under "Weird" apply.

"The Bicyclist Was Riding a Child's Vehicle?" No.

"The Accident Involved a Vehicle That was Backing?" No, the vehicle was not backing in this report.

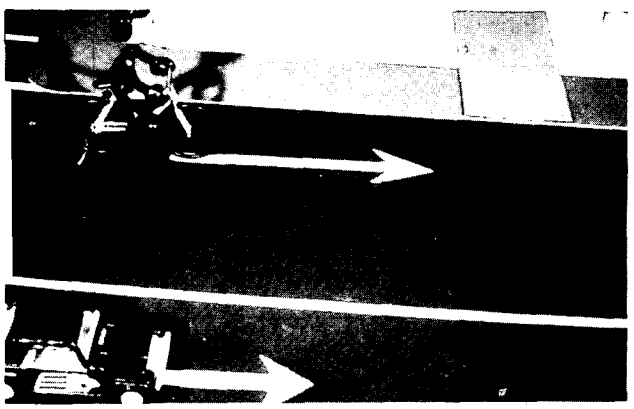
"The Accident Occurred in a Parking Lot or Other Open Area?" No.

68



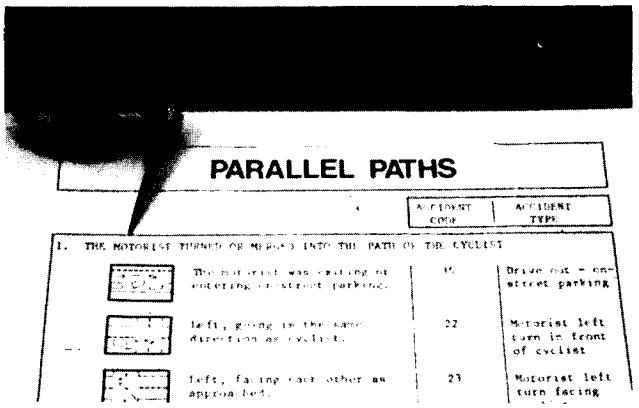
Having eliminated the "Specific Circumstance" accidents, we must decide if the "Initial Approach Paths" were parallel or crossing.

69



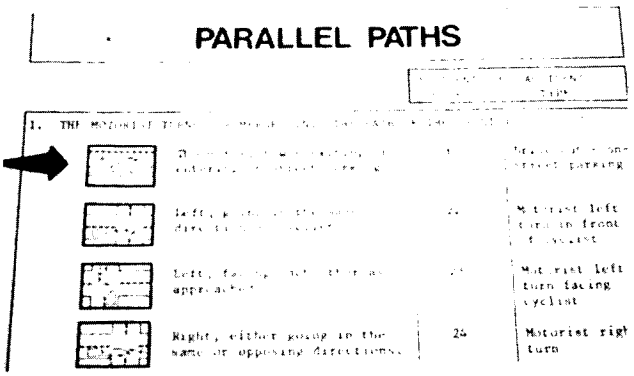
The model shows the operators initially heading in the same direction. This is supported by both "east" boxes being checked in the "What the Vehicles Were Doing Before the Accident" section and by the diagram. Although the motorist later turned left into the bicyclist, we would still call the "Initial Approach Paths" parallel and turn to that page.

70



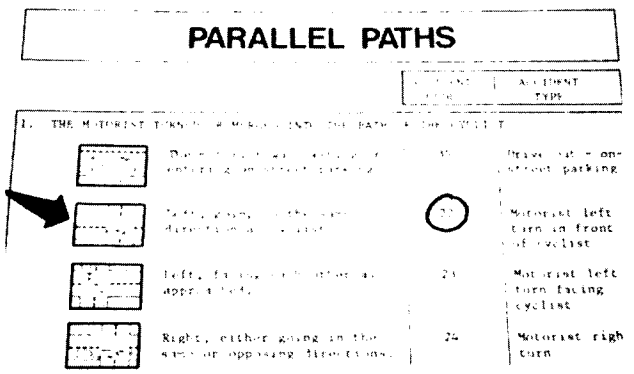
The first heading under parallel paths states "The Motorist Turned or Merged into the Path of the Bicyclist." This heading is to be used if the motorist is carrying out or completing a turn. The motorist <u>was</u> making a left turn, so this heading does apply. We read through the choices under this heading.

71



"The Motorist was Exiting or Entering On-Street Parking." No, the motorist was reported to have been turning into a private drive. We would use "Exiting or Entering On-Street Parking" if the motorist was in the process of parallel parking or leaving a parallel parking space.

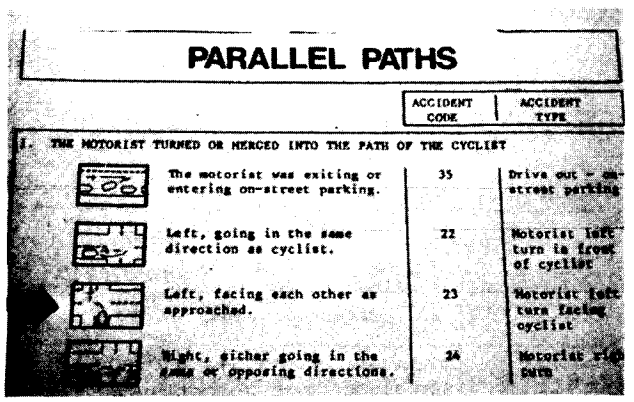
72



The second description is a very accurate representation of the events that led to the accident. The motorist was turning left, and the two vehicles were going in the same direction. So, we would type this accident as a Type 22, "Motorist Left Turn in Front of Bicyclist."

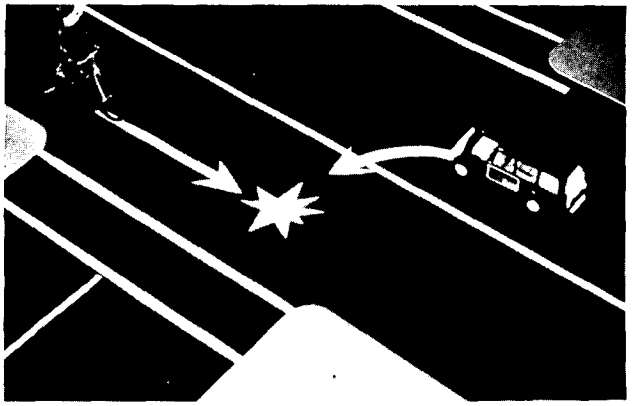
Even though we've already typed this accident, let's look at the other descriptions under this heading.

73



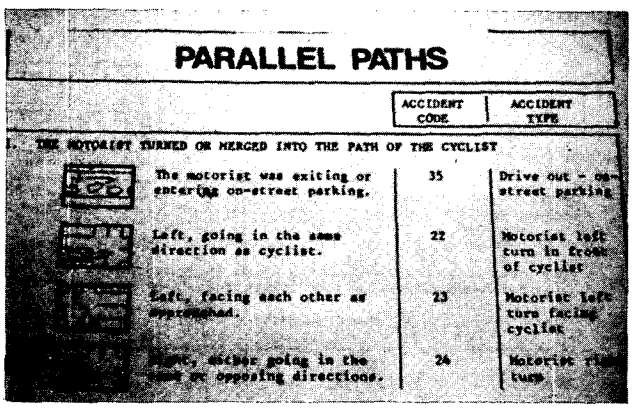
The next accident type, "Motorist Left Turn <u>Facing</u> Bicyclist," . . .

74



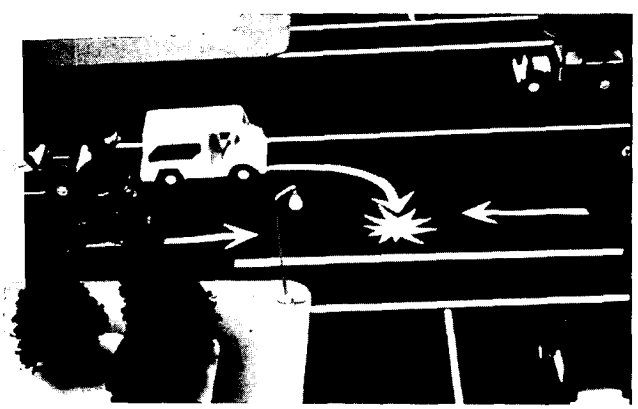
. . . would have been used if the motorist and bicyclist had been approaching each other head-on when the motorist turned left.

75



Had the motorist been turning right, the next accident type, "Motorist Right Turn," would have been used, regardless of whether the two vehicles were going in the same or opposite directions.

76



This model of the motorist right turn type depicts two situations in which the bicyclist is riding in the street. However, the bicyclist could also have been riding on the sidewalk.

77

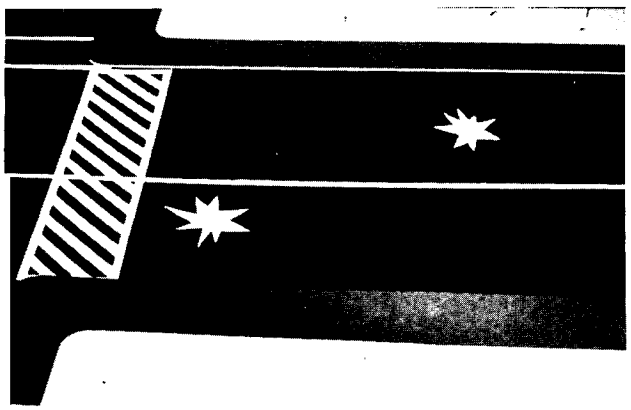
If both the motorist and the bicyclist had been turning, the accident would be classified within the "Motorist Turn" heading, because the "Motorist Turn" heading precedes the "Bicyclist Turn" heading.

78

1. Study the police accident report.
2. Review Special Circumstances.
3. Decide: parallel or crossing paths.
4. Select FIRST heading that applies.
5. Select FIRST accident type that applies.
6. Record accident type number.

Now that you have had a little practice using the Coder's Handbook, let's review the typing process again. First, you read through the accident report carefully refer back to the report and the definitions of terms as you code. Read the Specific Circumstances. If none of them apply, decide if the initial paths were parallel or crossing and turn to that page. Read down the headings in order and select the first one that applies. Within that heading, read down the accident type descriptions in order and pick the first one that applies. If none apply, go on to the next heading. When you select an accident type, write that code number on the accident type recording from opposite the accident report number.

79



Remember, an accident must occur within the center of an intersection or within the crosswalk to qualify as an intersection accident. These points of impact are midblock.

80

PRIORITIES

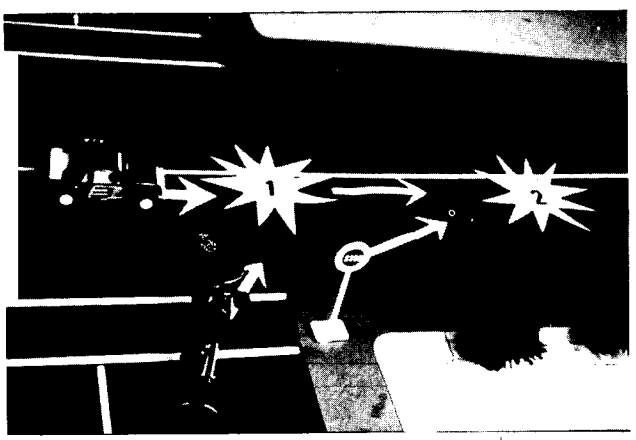
FIRST – OFFICERS CONCLUSIONS

SECOND – WITNESS STATEMENTS

THIRD – DRIVER OR BICYCLIST STATEMENTS

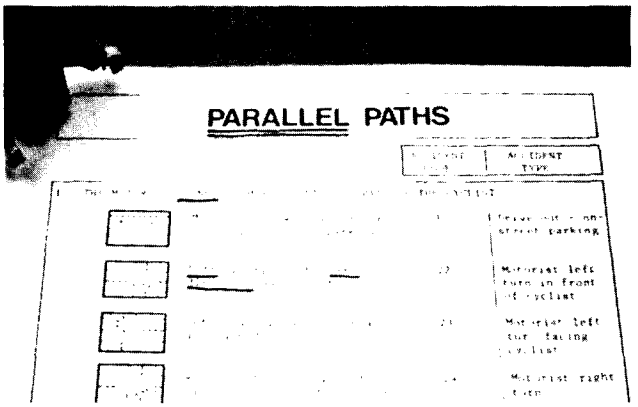
In accident typing, you will often be using your judgment to decide what <u>really</u> happened based on conflicting stories. To simplify this task, the sources of these stories have been ranked in importance. You should always give <u>first</u> priority to the officer's conclusions or opinions; <u>second</u> consideration to the witness' statements; and last priority to the statements of the driver or bicyclist.

81



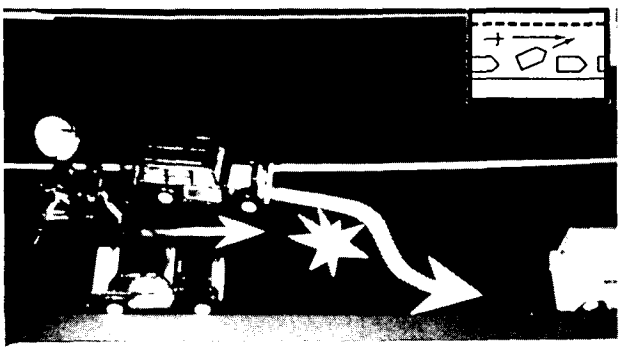
Another judgment you are called upon to make frequently is whether the vehicles' paths were parallel or crossing. Normally, any turns which immediately precede the accident are not considered in determining initial approach paths; however, if a turn was made some distance from the scene of the accident and the operator was no longer in the turn at the time of the accident, you will have to use your judgment as to the appropriate approach paths. For example, vehicles colliding at point one would be considered to be on crossing paths, while a collision at point two would be judged as parallel paths.

82



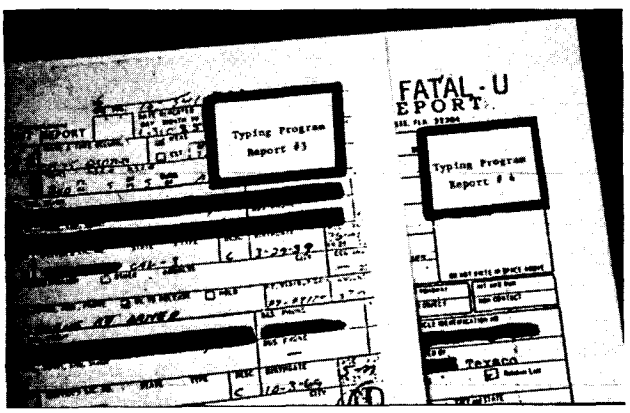
In order for an accident type to apply, all of the facts that make up the definition must agree with the accident report. For example, in the last report, we determined that the paths were "parallel." "The Motorist Turned or Merged Into the Path of the Bicyclist," "The Motorist was Turning Left," and the approach paths were in the same direction. Since all of these facts were indicated on the report, we were able to type it as Code 22. However, if you initially agree with a heading and none of the specific accident types under the heading apply, you continue reading down the next headings.

83

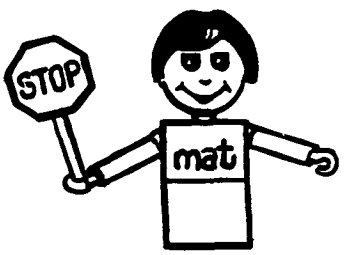


Keep in mind that the diagrams in the handbook are just sample situations which depict one way the accident could occur. These diagrams should be used an an aid and not depended upon solely, because they do not represent all possible situations. Thus, an accident might fall into a type where the diagram doesn't quite depict the circumstances.

84



Now that we've reviewed the procedure, please code two more accidents. Turn to the third accident in the Practice Cases Booklet and code the third and fourth reports.



[Write in the report numbers on your coding form, code the reports and write in the codes on the form, then STOP. Inform your supervisor that you have completed Section Two. Please don't go on to Section Three until instructed to do so.]

SECTION THREE

SECTION THREE

85

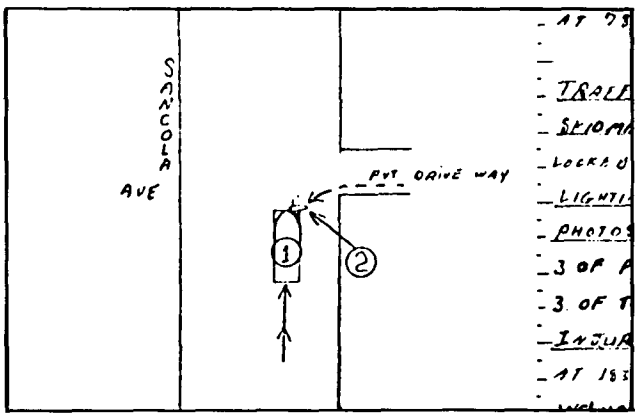
ACCIDENT TYPE RECORDING FORM

CODER _____ PAGE _____ DATE _____

REPORT NUMBER	ACCIDENT TYPE	REPORT NUMBER	ACCIDE TYPE
1	5		
2	22		
3	1		
4	13		
	1		

The correct accident code for report number three is Code One, "Ride-out Residential Driveway." The correct code for report number four is thirteen, "Motorist Overtakes Undetected Bicyclist." Let's go through the coding process for these accidents, beginning with report number three.

86

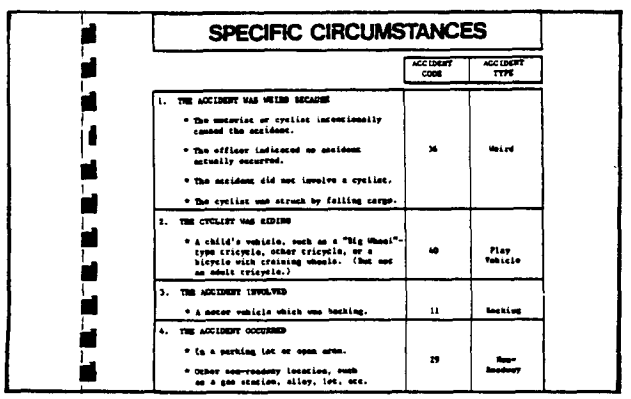


This accident report indicates that both the motorist and the bicyclist were going straight. The bicyclist rode out of a private driveway into the path of the car.

87

This model gives an idea of how the accident occurred.

88



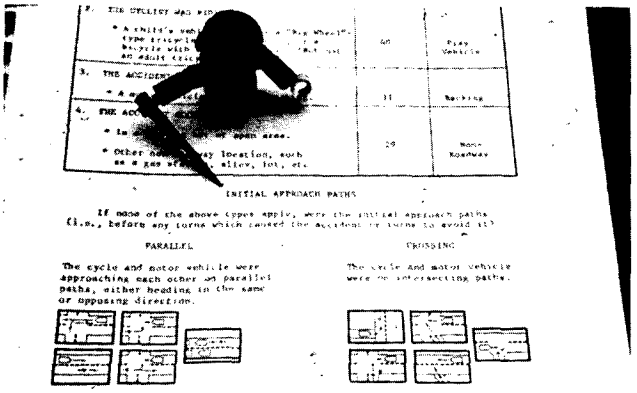
SPECIFIC CIRCUMSTANCES

	ACCIDENT CODE	ACCIDENT TYPE
1. THE ACCIDENT WAS WEIRD BECAUSE • The motorist or cyclist intentionally caused the accident. • The officer indicated an accident actually occurred. • The accident did not involve a cyclist. • The cyclist was struck by falling cargo.	36	Weird
2. THE CYCLIST WAS RIDING • A child's vehicle, such as a "Big Wheel"-type tricycle, other tricycle, or a bicycle with training wheels. (But not an adult tricycle.)	40	Play Vehicle
3. THE ACCIDENT INVOLVED • A motor vehicle which was backing.	11	Backing
4. THE ACCIDENT OCCURRED • In a parking lot or open area. • Other non-roadway location, such as a gas station, alley, lot, etc.	29	Other Roadway

First, check over the "Specific Circumstances" page of the manual.

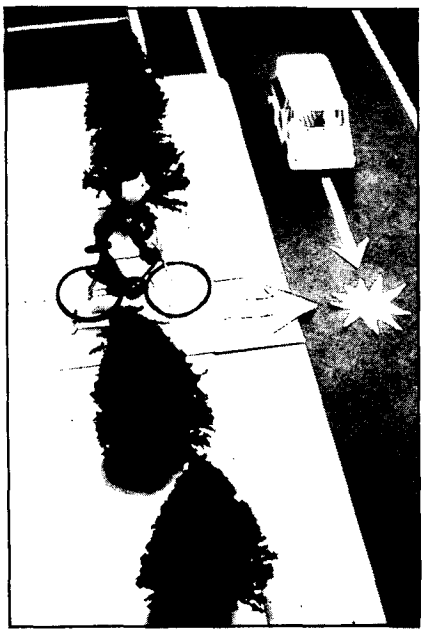
- "The Accident was Weird." No.
- "The Bicyclist was Riding a Child's Vehicle." No.
- "The Accident Involved a Vehicle that was Backing." No.
- "The Accident Occurred in a Parking Lot or Other Open Area." No

89



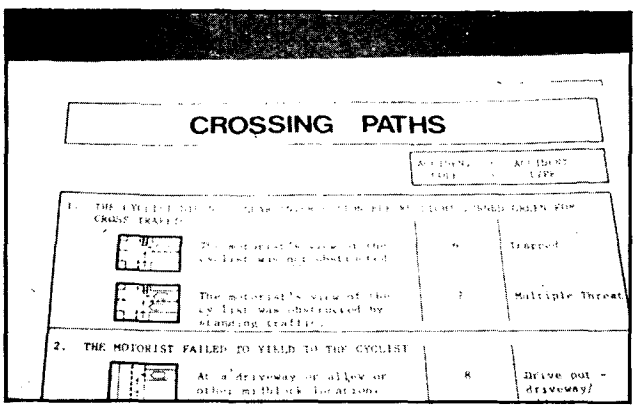
Since none of the Specific Circumstances apply, we decide if the initial approach paths are parallel or crossing.

90



Since the motorist was proceeding down the street and the bicyclist was entering the street from a driveway, their paths are considered crossing.

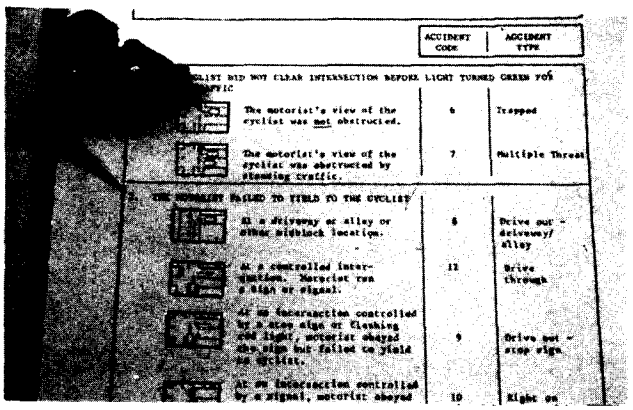
91



We turn to that section. The first heading is "The Bicyclist did not Clear Intersection Before Light Turned Green for Cross Traffic."

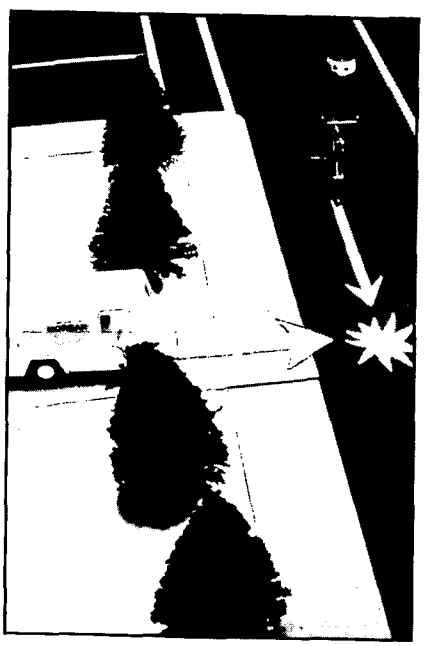
Since the accident occurred midblock, this heading doesn't apply.

92



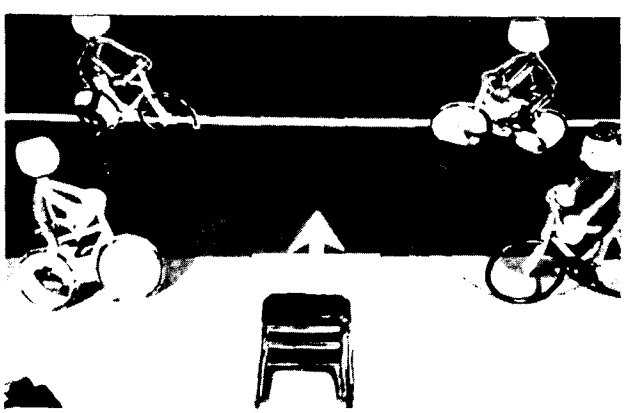
The second heading states that "The Motorist Failed to Yield to the Bicyclist." The motorist was driving straight in the middle of the block, and there was no requirement for him to yield to the bicyclist.

93



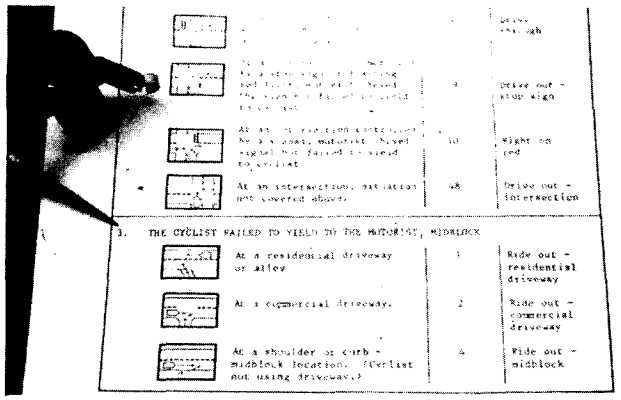
If the motorist had been entering the road from a driveway or alley, this heading would have applied . . .

94



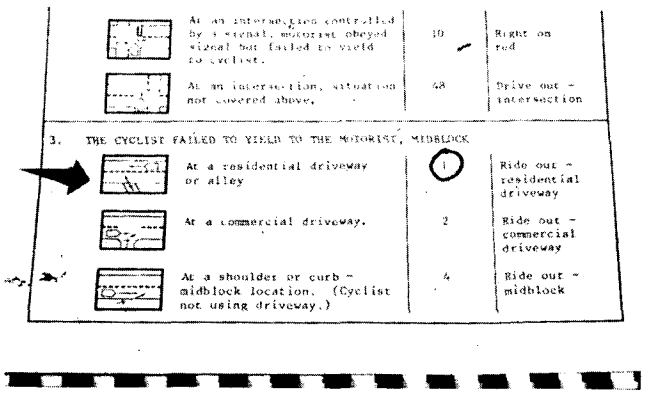
. . . regardless of the position of the bicyclist. As this was not the case, we read the next heading down.

95



"The Bicyclist Failed to Yield to the Motorist, Midblock." Since the bicyclist was entering the road from a driveway he should have yielded to the traffic already on the road. The bicyclist did, in fact, fail to yield to the motorist. Since this agrees with the heading, we read the descriptions beneath it.

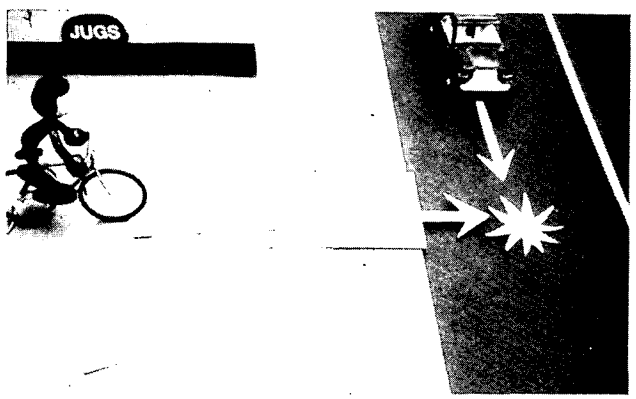
96



"At a Residential Driveway or Alley?" Yes, this is a good description of this accident, so we would code it a Type One, "Ride Out Residential Driveway."

The accident Type Two, "Ride Out Commercial Driveway," the next type down the list, is very similar to type one, differing only in that the bicyclist rode out of a commercial as opposed to a residential driveway.

97



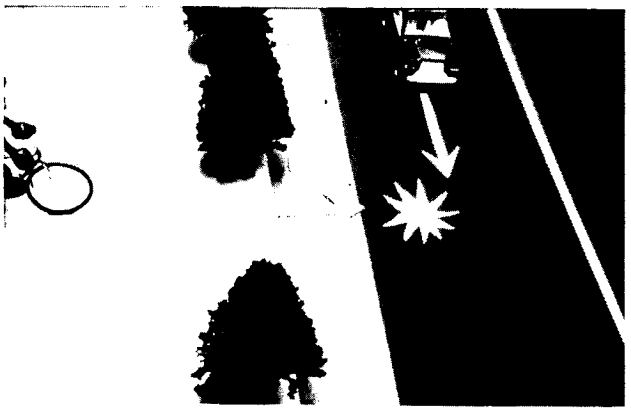
In some cases, it may be difficult to determine if a driveway is residential or commercial.

If a store parking lot is depicted in the report, we would consider the driveway as being commercial.

98

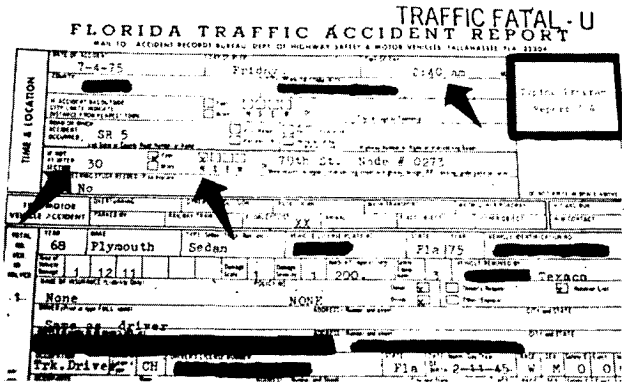
Residential is to be used when just a house number or private drive is indicated.

99



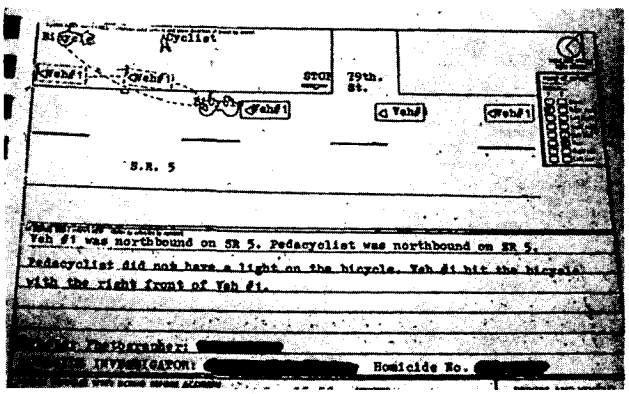
If no driveway is shown, the Type Four "Ride Out Midblock," accident type would apply.

100



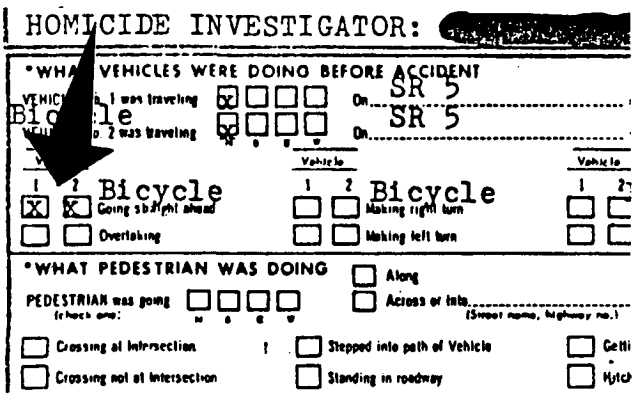
Now, lets review report number four. This accident occurred 30 feet north of an intersection at 2:40 in the morning.

101



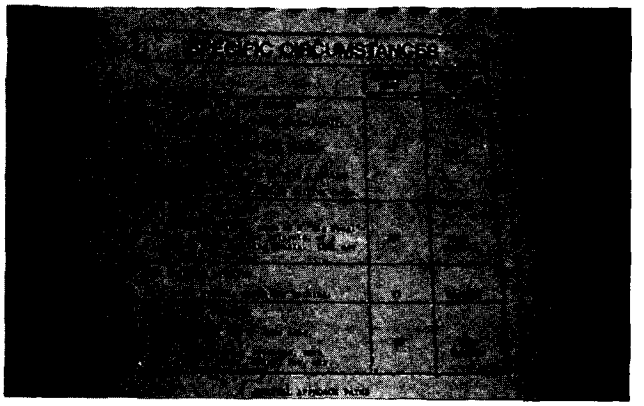
In this accident, a vehicle overtook a bicycle and it is specifically indicated that the bicycle did not have a light.

102



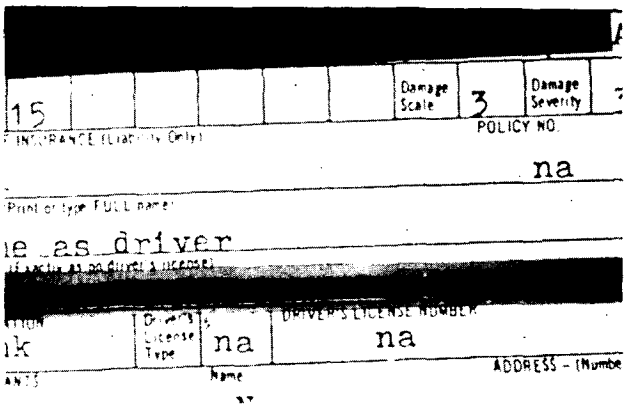
Both vehicles were heading in the same direction and "Going Straight" is checked off for both parties.

103



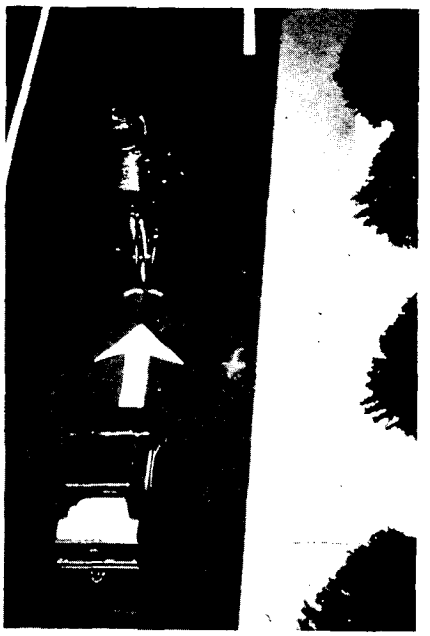
Again, we begin with the "Specific Circumstances." The accident does not fit any of the statements included in the "Weird" type.

104



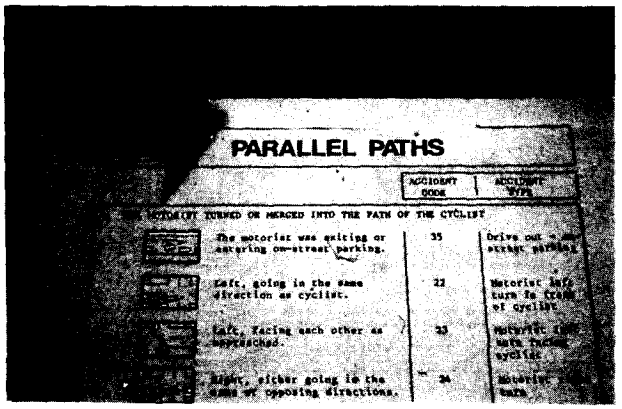
The pedalcycle is indicated to be a "Raleigh" bicycle which is not a child's vehicle. The car was not backing, and the scene was not a parking lot or open area.

105



Next, we decide whether the approach paths are parallel or crossing. As both parties were heading in the same direction, their paths were parallel.

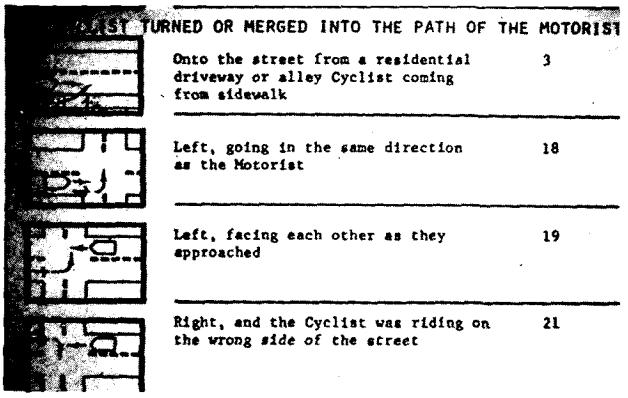
106



We turn to the "Parallel" section and read down the headings: "The Motorist Turned or Merged into the Path of the Bicyclist."

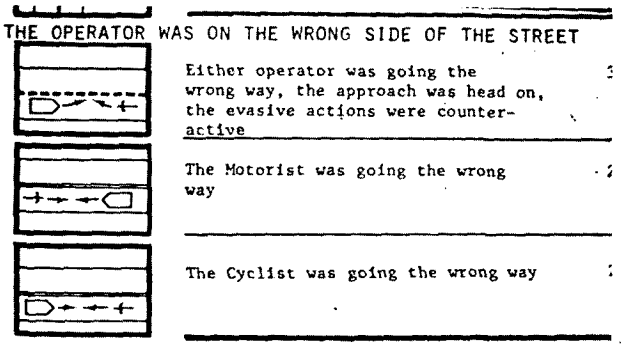
No, the motorist was going straight not turning, . . .

107



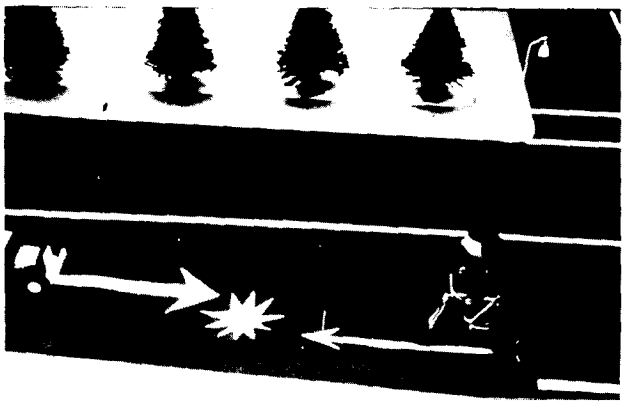
. . . so we read the second heading, "The Bicyclist Turned or Merged into the Path of the Motorist." Again, No, . . .

108



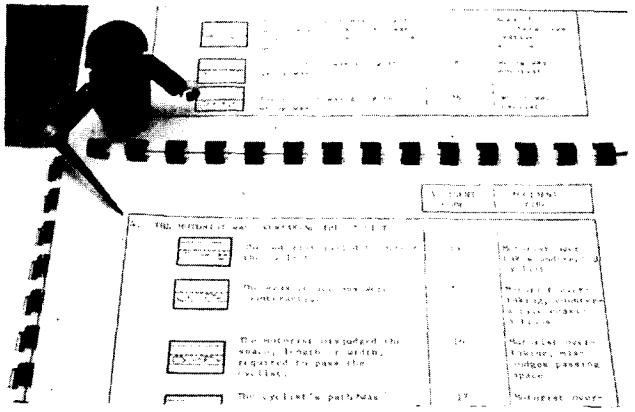
. . . we continue to the third, "The Operator was on the Wrong Side of the Street."

109



This heading means an operator would have to be heading the wrong way on a one-way street or be on the left side of a two-way street. In this report both parties seem to be on the correct side of the road. So on to the fourth heading, . . .

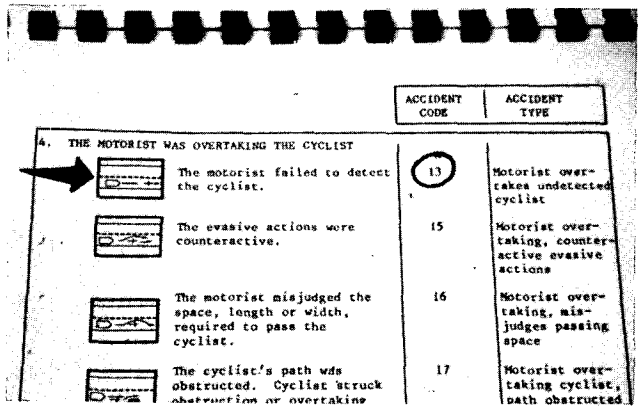
110



. . . "The Motorist was Overtaking the Bicyclist." Yes, this heading fits, so we read the accident descriptions beneath it.

"The Motorist Failed to Detect the Bicyclist." This description seems to fit. The accident occurred late at night, and the bicycle wasn't equipped with a light.

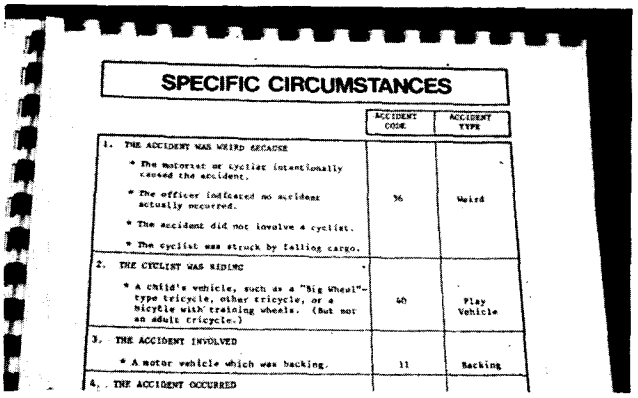
111



	ACCIDENT CODE	ACCIDENT TYPE
4. THE MOTORIST WAS OVERTAKING THE CYCLIST		
The motorist failed to detect the cyclist.	13	Motorist overtakes undetected cyclist
The evasive actions were counteractive.	15	Motorist overtaking, counteractive evasive actions
The motorist misjudged the space, length or width, required to pass the cyclist.	16	Motorist overtaking, misjudges passing space
The cyclist's path was obstructed. Cyclist struck obstruction or overtaking	17	Motorist overtaking cyclist, path obstructed

So, we would use accident type thirteen, "Motorist Overtakes Undetected Bicyclist," for this situation.

112

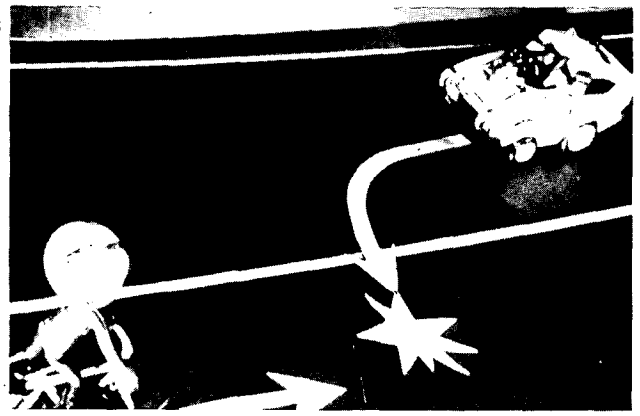


SPECIFIC CIRCUMSTANCES

	ACCIDENT CODE	ACCIDENT TYPE
1. THE ACCIDENT WAS WEIRD BECAUSE		
* The motorist or cyclist intentionally caused the accident.	96	Weird
* The officer indicated no accident actually occurred.		
* The accident did not involve a cyclist.		
* The cyclist was struck by falling cargo.		
2. THE CYCLIST WAS RIDING		
* A child's vehicle, such as a "Big Wheel"-type tricycle, other tricycle, or a bicycle with training wheels. (But not an adult tricycle.)	40	Play Vehicle
3. THE ACCIDENT INVOLVED		
* A motor vehicle which was backing.	11	Backing
4. THE ACCIDENT OCCURRED		

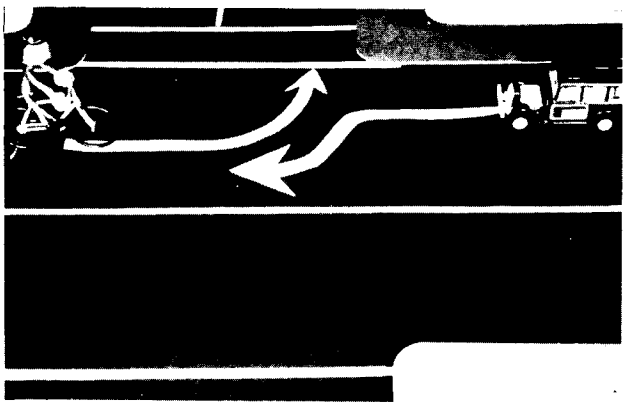
Before coding any more accident reports, let's review the headings in the manual so that you are familiar with all the various categories. Follow along in your handbook as we model them. Under "Special Circumstances," the first heading states "The Accident was Weird." This type is only to be used if the accident report specifically indicates that one of the statements under the heading occurred.

113



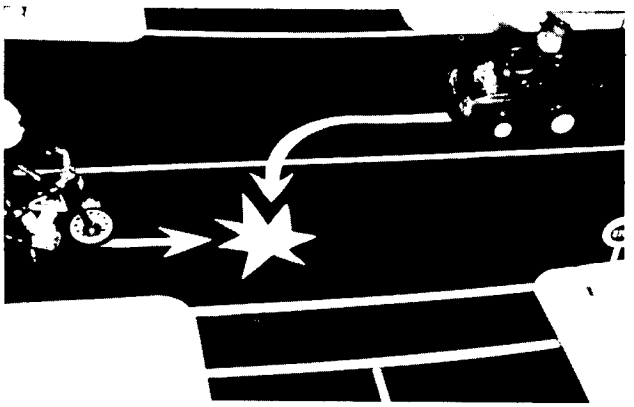
If the accident was intentional, for example if the motor vehicle driver attempts to strike a bicyclist, this type would apply.

114



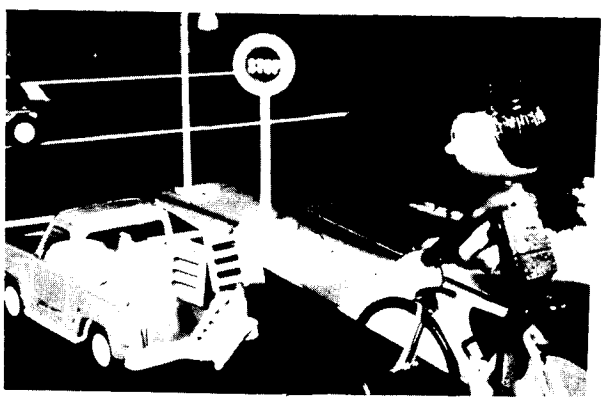
If the officer's conclusion is that for some reason no accident actually occurred, although one or both parties indicate that it did, then you would use this type.

115



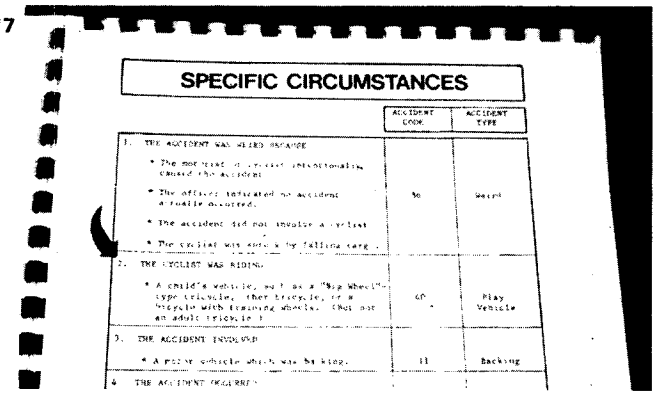
Use this code (Code 36) if the accident did not involve a pedalcyclist, for example if the accident was a collision between a car and a moped or a motorcycle.

116



Finally, if a bicyclist is struck by falling cargo, such as cinder blocks; or by anything coming loose from a motor vehicle, such as a wheel or hubcap, and is not struck by the motor vehicle itself, you would use this type.

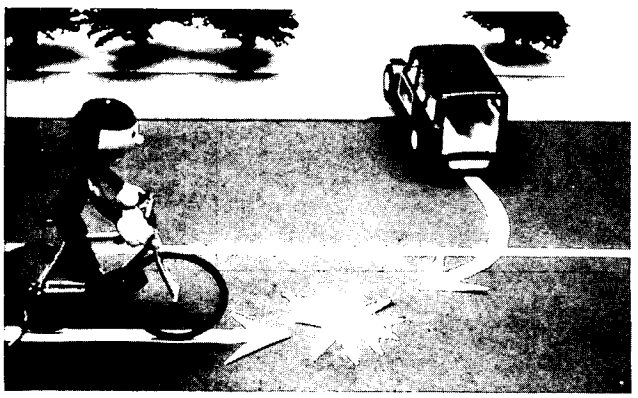
117



The second heading, "The Bicyclist was Riding a Child's Vehicle, such as a 'Big Wheel,' Tricycle, or Bicycle with Training Wheels," is to be used for children who are on any type of three- or more-wheeled vehicle.

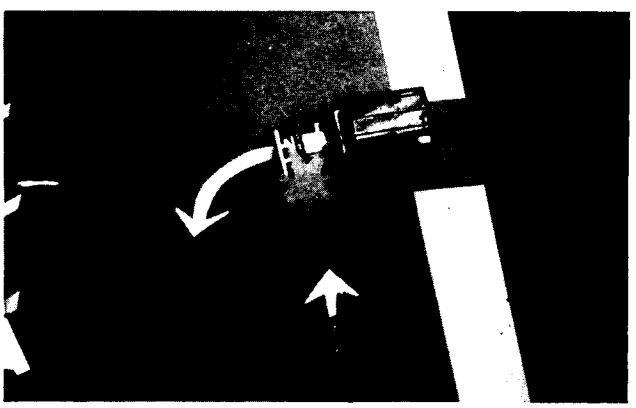
As mentioned previously, if an accident involves a tricycle, check the age of the rider to assure yourself that the tricycle is indeed a child's vehicle. If the rider is an adult, we will assume the tricycle is an adult vehicle, which is to be treated as a bicycle. You should not use this code (Code 40) for adult tricycles.

118



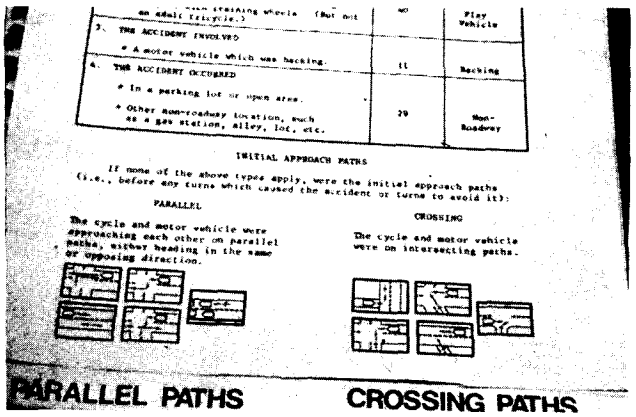
The third heading states "The Accident Involved a Vehicle Which was Backing." This type is to be used if the motorist is backing, regardless of whether the bicyclist is struck by the backing motor vehicle or the bicyclist strikes the backing vehicle.

119



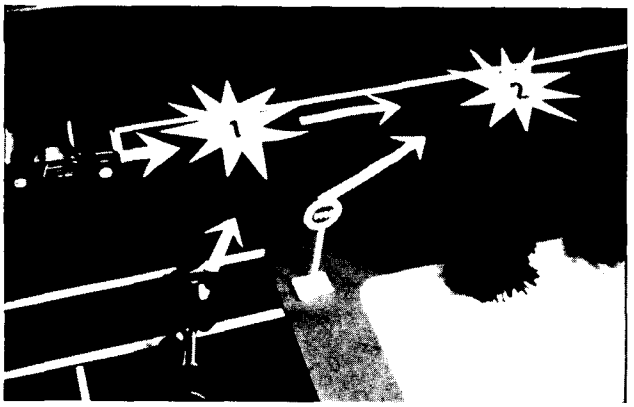
The fourth heading, "The Accident Occurred in a Parking Lot or Other Open Area or Other Non-Roadway Location such as a Gas Station, Alley Lot, etc.", applies whenever the accident occurs in a non-roadway location, regardless of the approach paths, turns, or failure to yield.

120



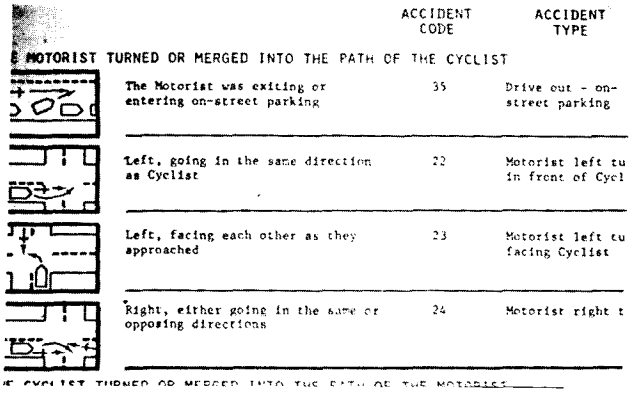
The "Initial Approach Paths," again, are the courses that the motorist and bicyclist were on before any turns were made.

121



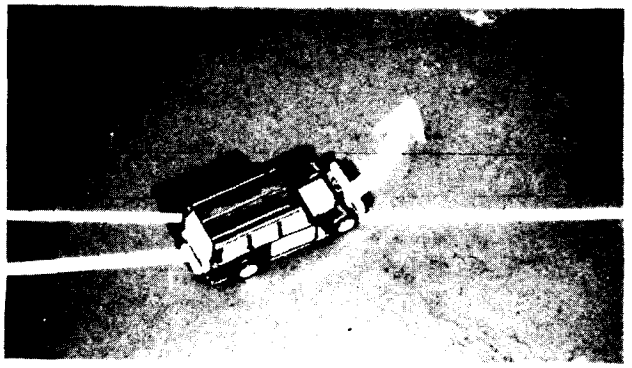
You will have to use your judgment because turns made some distance from an accident may be considered as "Parallel Paths" (for example, impact point "2" in the picture).

122



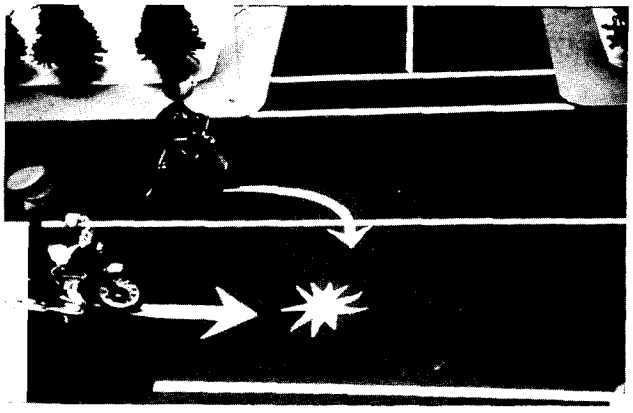
Turn to the "Parallel Path" section, and we'll briefly review the headings. First, "The Motorist Turned or Merged into the Path of the Bicyclist."

123



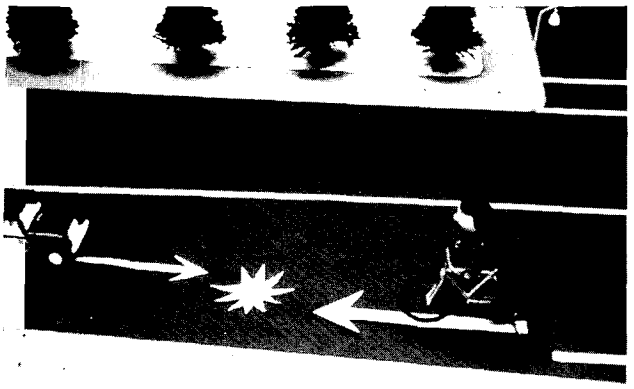
This heading is to be used whenever the motorist was carrying out a turn or just completing a turn or merge into another lane when the accident occurred.

124



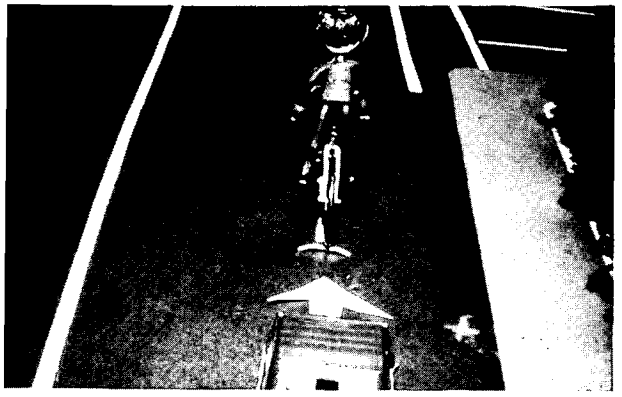
The second heading, "The Bicyclist Turned or Merged into the Path of the Motorist," applies when it is the cyclist who turns.

125



The third heading, "The Operator was on the Wrong Side of the Street," applies if <u>either</u> operator is going the wrong way on a one-way street or on the left side of a two-way street.

126



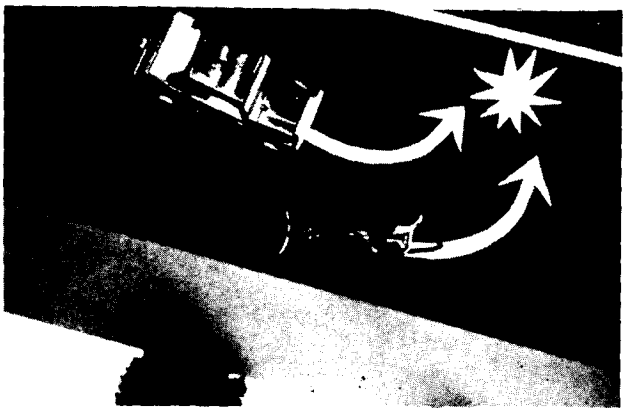
The fourth heading, "The Motorist was Overtaking the Bicyclist," requires that the motorist approached the bicyclist from the rear while they were both heading in the same direction with the motorist <u>initially</u> moving faster than the bicyclist.

127

		ACCIDENT CODE	ACCIDENT TYPE
4. THE MOTORIST WAS OVERTAKING THE CYCLIST			
	The motorist failed to detect the cyclist.	13	Motorist overtakes undetected cyclist
→	The evasive actions were counteractive.	15	Motorist overtaking, counteractive evasive actions
→	The motorist misjudged the space, length or width, required to pass the cyclist.	16	Motorist overtaking, misjudges passing space
	The cyclist's path was obstructed. Cyclist struck obstruction or overtaking motorist.	17	Motorist overtaking cyclist, path obstructed

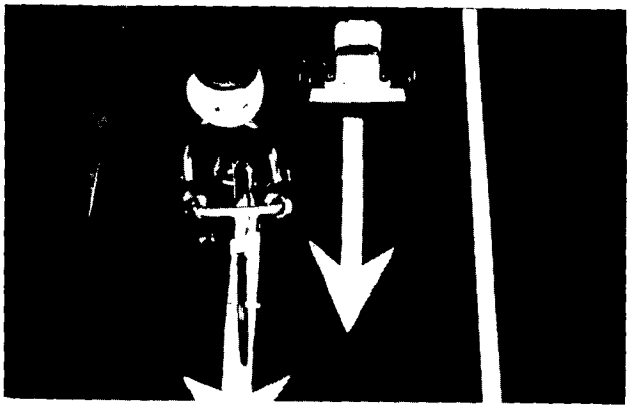
Two of the accident types within this heading can sometimes be difficult to tell apart, so we will go over the differences between them.

128



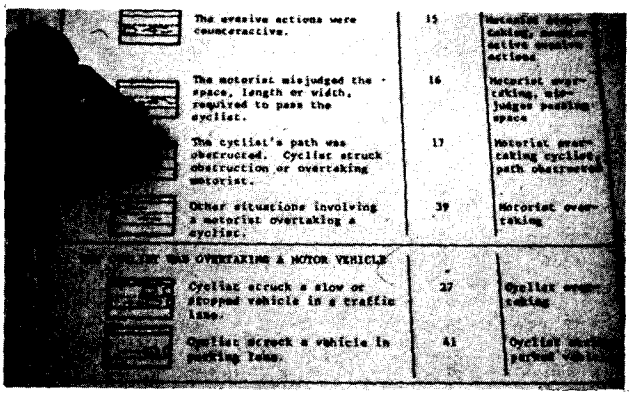
Type 15, "Motorist Overtaking--Counteractive Evasive Actions," involves a motorist overtaking a bicyclist and then swerving around the bicyclist to pass at the same time that the bicyclist moves over. In effect, both parties take an action to avoid the accident. However, their evasive actions counteract each other and a collision results.

129



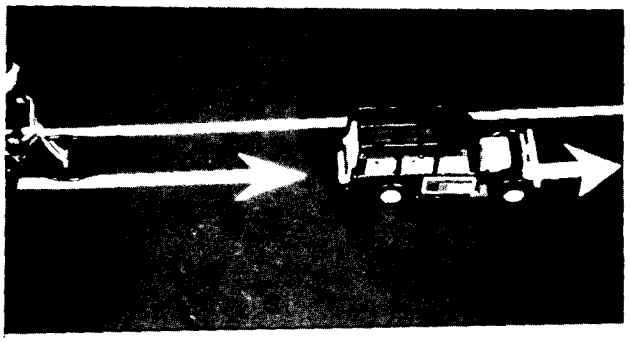
Type 16, "Motorist Overtaking--Misjudges Passing Space," involves a motorist who is aware of the bicyclist. The motorist, however, does not move over enough to pass the bicyclist safely or pulls back into the lane before clearing the bicyclist. This accident type typically results in the bicyclist being struck by the right rearview mirror or the right side of the vehicle.

130



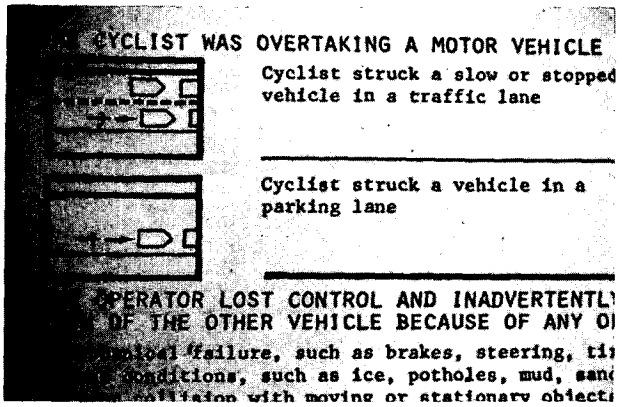
For the fifth heading, "Bicyclist was Overtaking a Motor Vehicle," . . .

131



. . . it is the <u>bicyclist</u>, who overtakes the motor vehicle which is slowing or stopped in the road, or parked.

132

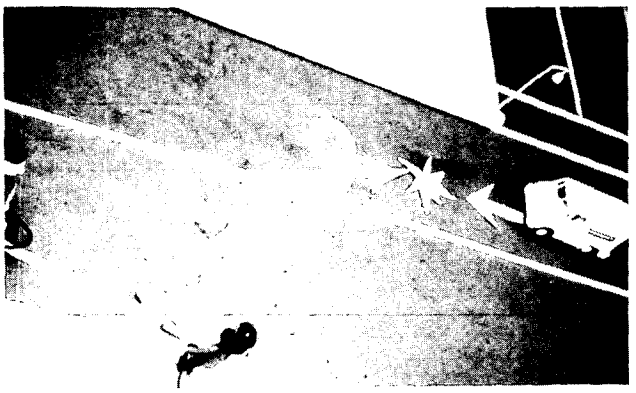


The sixth heading reads, "The Operator Lost Control and Inadvertently Swerved into the Path of the Other Vehicle." To use this heading, the loss of control had to <u>precede</u> the accident and <u>cause</u> it.

133

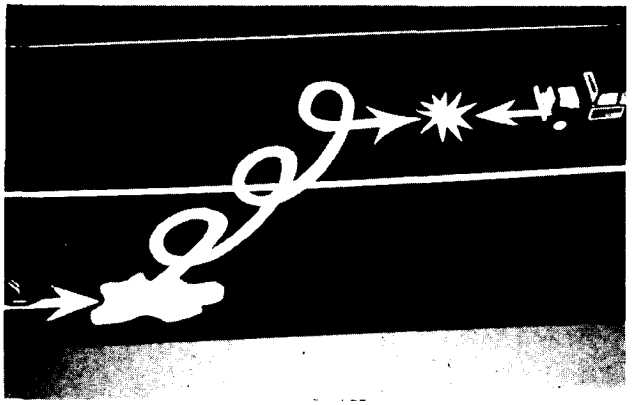
For example, if a car is out of control as a result of a prior collision, this type would apply. However, this type would <u>not</u> apply if a bicyclist is struck by a car and goes out of control as a result of being struck.

134



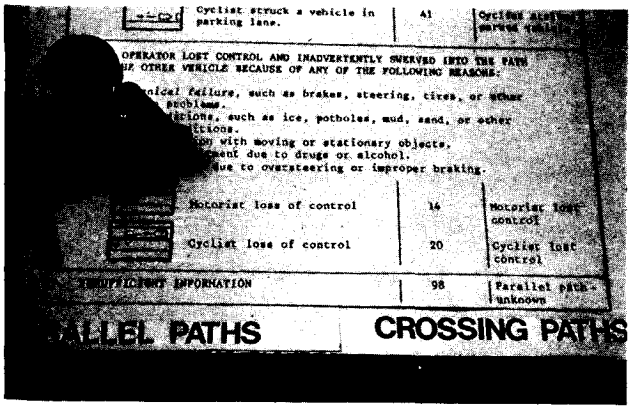
This type <u>would</u> also apply if a bicyclist is struck by a pedestrian and goes out of control, resulting in a collision with a vehicle, or . . .

135



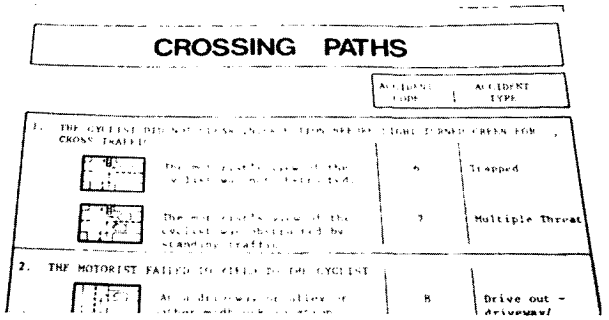
. . . if a bicyclist hits a pot hole, goes out of control and strikes a vehicle.

136



The last heading, "Insufficient Information," is a "catch all" category for situations in which there is little or no information on the accident available from the report. You should use this accident type only when you have to; for example, when a report is not legible or is missing most of the required information.

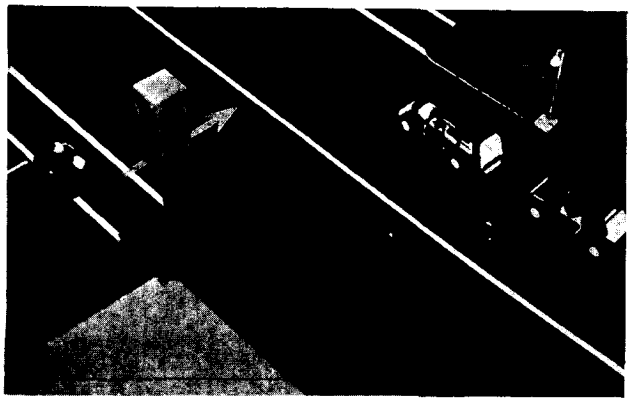
137



Now, let's review the "Crossing Paths" section. Flip to this section in your Handbook and follow along.

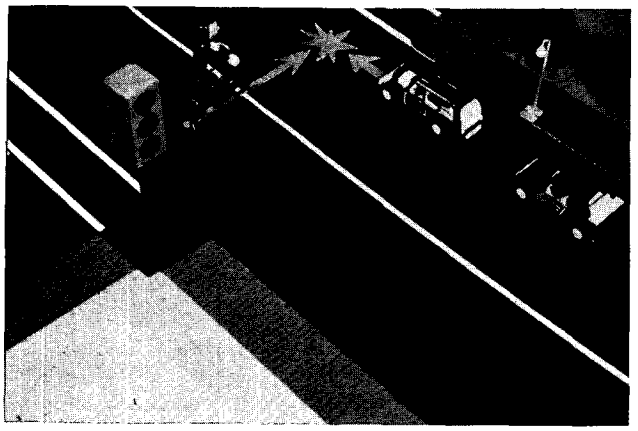
The first heading is: "Bicyclist Did Not Clear Intersection Before Light Turned Green for Cross Traffic."

138



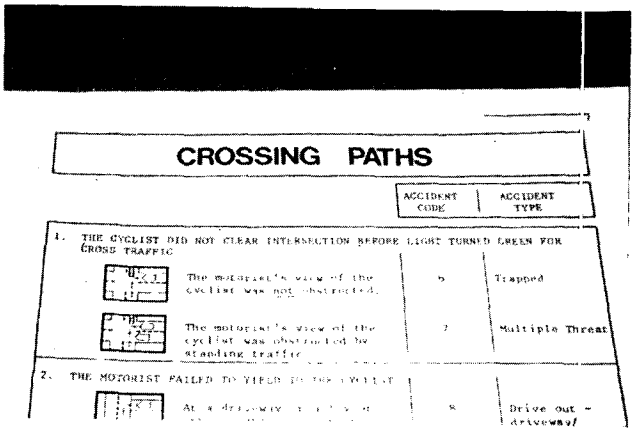
This heading means that a bicyclist entered an intersection when his/her light was yellow or just at the end of a green phase.

139



As the bicyclist is going through the intersection, the signal for the cross traffic turns green. The cross traffic begins to move before the bicyclist has made it all the way across the intersection and the bicyclist is struck. Do not apply this heading to cases in which a bicyclist ran a red light or entered an intersection when the light was already red. This heading only applies if the bicyclist enters the intersection on yellow or the end of a green phase, then fails to clear the intersection before the signal changes.

140

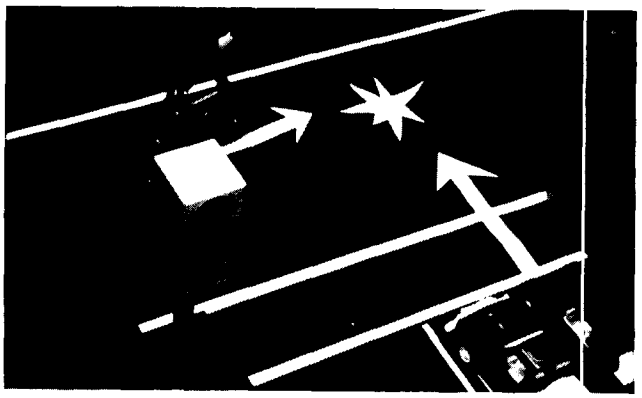


CROSSING PATHS

	ACCIDENT CODE	ACCIDENT TYPE
1. THE CYCLIST DID NOT CLEAR INTERSECTION BEFORE LIGHT TURNED GREEN FOR CROSS TRAFFIC		
The motorist's view of the cyclist was not obstructed.	5	Trapped
The motorist's view of the cyclist was obstructed by standing traffic	7	Multiple Threat
2. THE MOTORIST FAILED TO YIELD TO THE CYCLIST		
At a driveway	8	Drive out - driveway

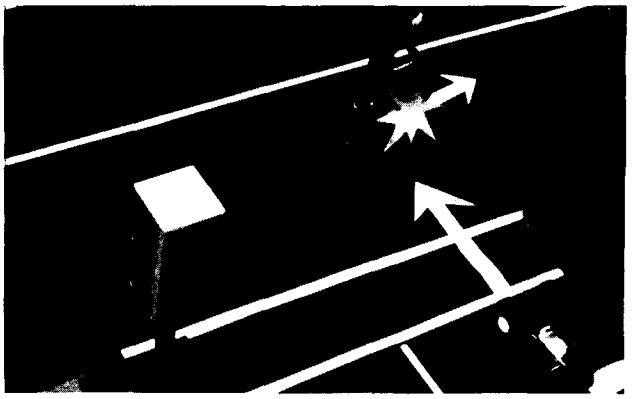
The two accident types within this heading are the same except for whether or not the motorist's view of the bicyclist was obstructed.

141



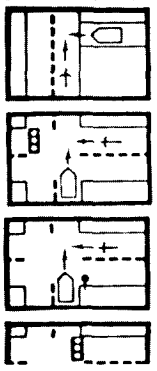
If traffic blocked the motorist's view of the bicyclist, you would use Type 7, "Multiple Threat."

142



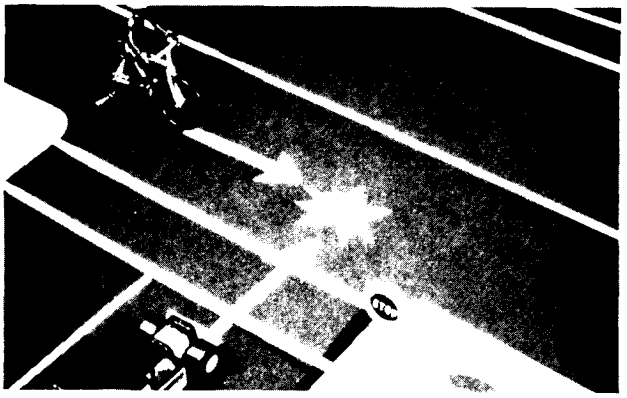
If the motorist's view of the bicyclist was not reported to be obstructed, you would use Type 6, "Trapped."

143 2. THE MOTORIST FAILED TO YIELD TO THE CYCLIST



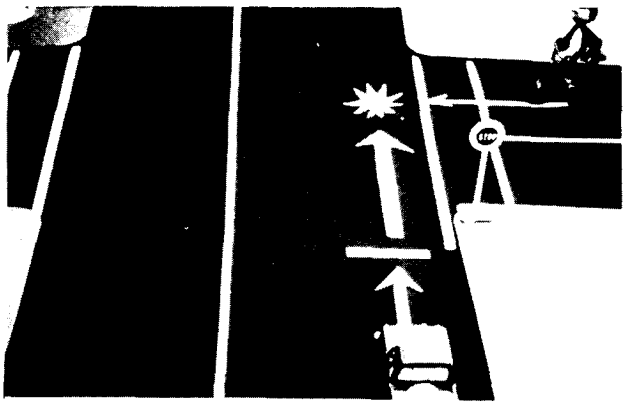
The second heading states "The Motorist Failed to Yield to the Bicyclist."

144



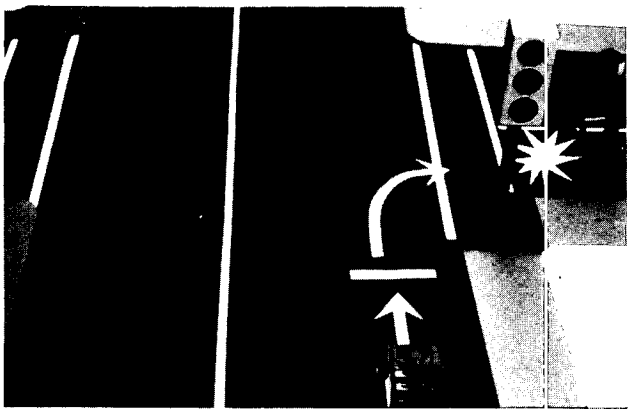
This heading is to be used when a motorist is at some traffic control (such as a stop sign) where it is the motorist's responsibility to yield the right-of-way to the bicyclist.

145



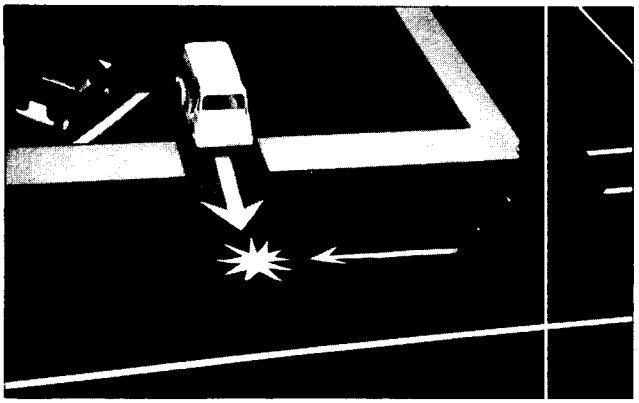
This heading applies whether a motorist runs the traffic control or stops then pulls out into the path of a bicyclist, . . .

146



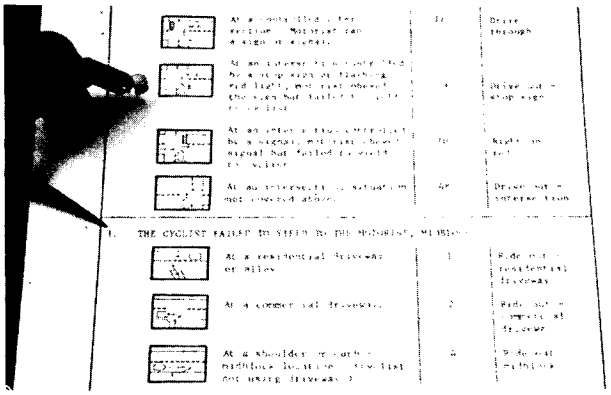
. . . such as making a right turn on a red light.

147



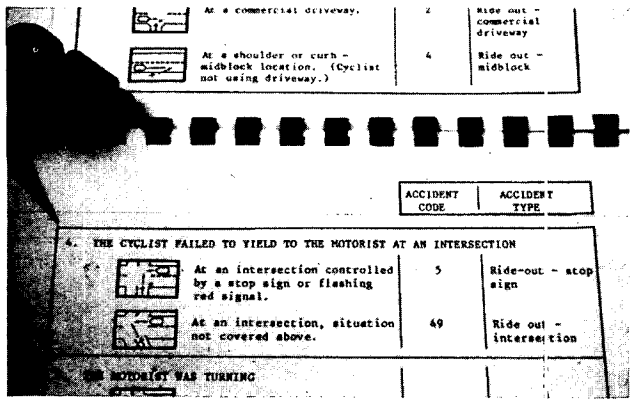
This "Failure to Yield" heading should also be used in the case of the motorist entering the roadway from a parking lot or alley where the right-of-way should be granted to the bicyclist already on the roadway.

148



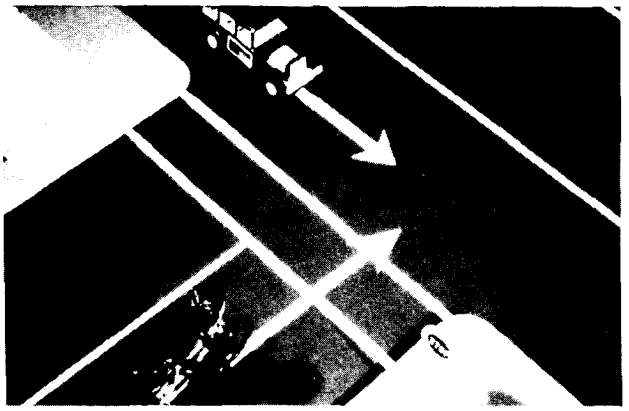
In the third heading it is the bicyclist who fails to yield while at a midblock location when entering the road. We discussed the three accident types under this heading earlier.

149



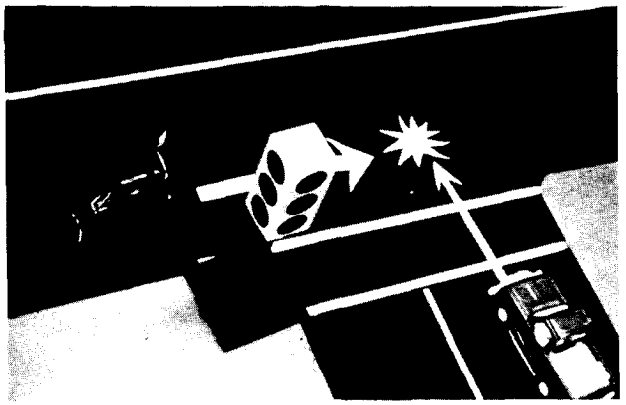
The fourth heading, "The Bicyclist Failed to Yield to the Motorist at an Intersection," involves a bicyclist. . .

150



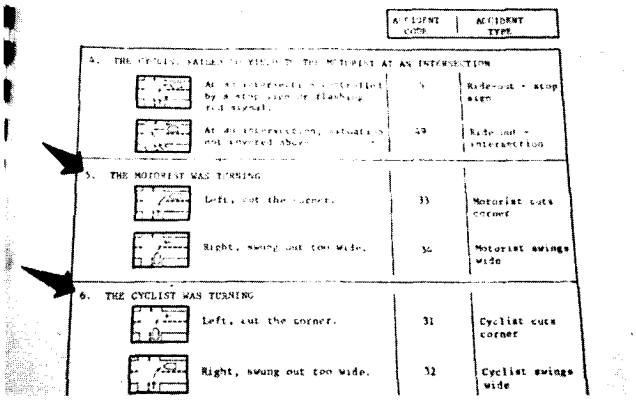
. . . at a stop sign or flashing red signal. This is Code 5, "Ride Out--Stop Sign". . .

151



. . . or at an intersection with some other traffic control, such as a signal, or with no traffic control at all. This is Type 49, "Ride Out-Intersection."

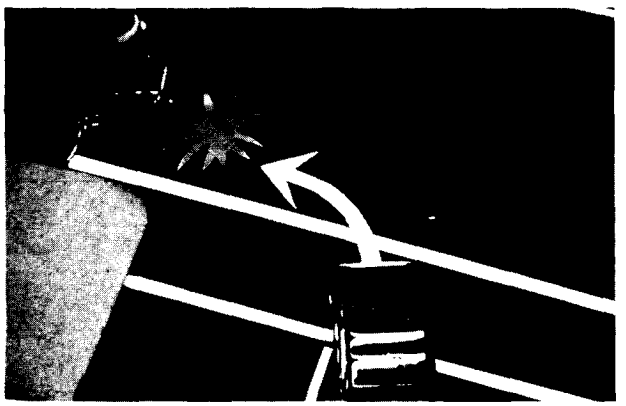
152



	ACCIDENT CODE	ACCIDENT TYPE
4. THE CYCLIST FAILED TO YIELD TO THE MOTORIST AT AN INTERSECTION		
At an intersection controlled by a stop sign or flashing red signal.	5	Ride-out - stop sign
At an intersection, situation not covered above.	49	Ride out - intersection
5. THE MOTORIST WAS TURNING		
Left, cut the corner.	33	Motorist cuts corner
Right, swung out too wide.	34	Motorist swings wide
6. THE CYCLIST WAS TURNING		
Left, cut the corner.	31	Cyclist cuts corner
Right, swung out too wide.	32	Cyclist swings wide

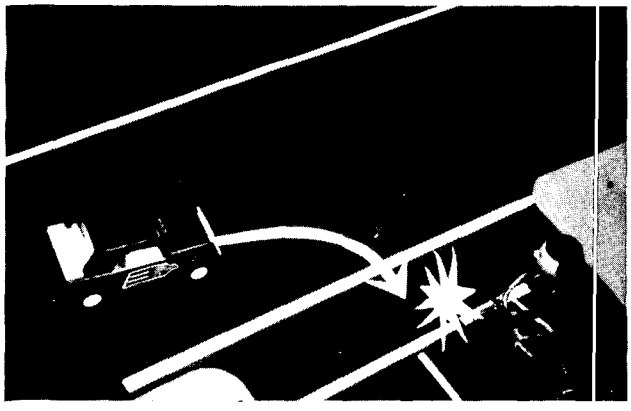
The fifth heading concerns a motorist and the sixth heading a bicyclist who are turning.

153



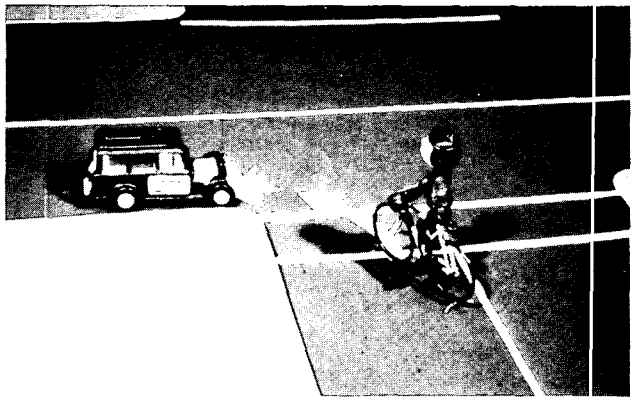
The motorist may cut the corner while turning left (Type 33) . . .

154



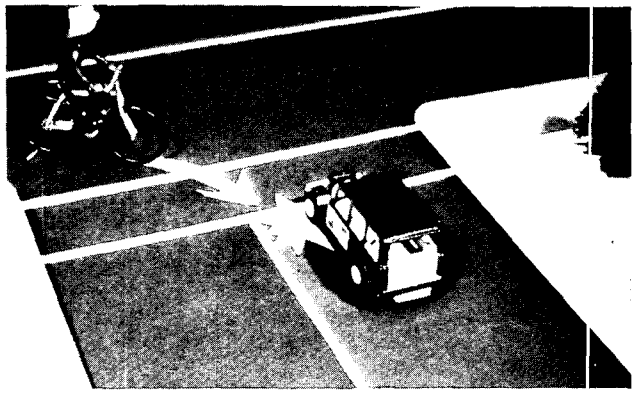
. . . or he/she may swing wide while making a right turn (Type 34).

155



Likewise, the bicyclist may cut the corner turning left (Type 31) . . .

156



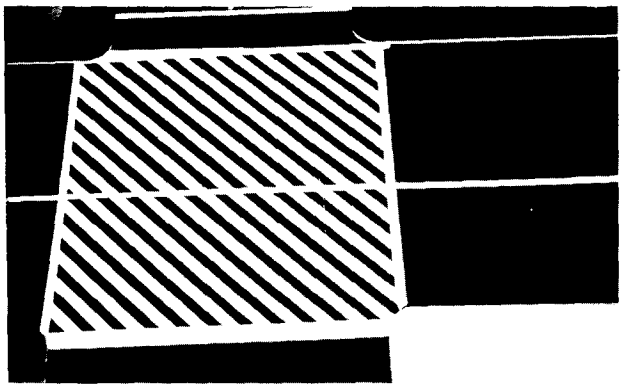
. . . or swing wide on a right turn (Type 32).

157

	Left, cut the corner	31	Cyclist cuts
	Right, swung out too wide	32	Cyclist swing
HE ACCIDENT OCCURRED AT AN INTERSECTION			
	That was controlled by stop signs or signals	55	Controlled in section Other
	That had neither sign nor signal	25	Uncontrolled intersection other
		99	Intersecting

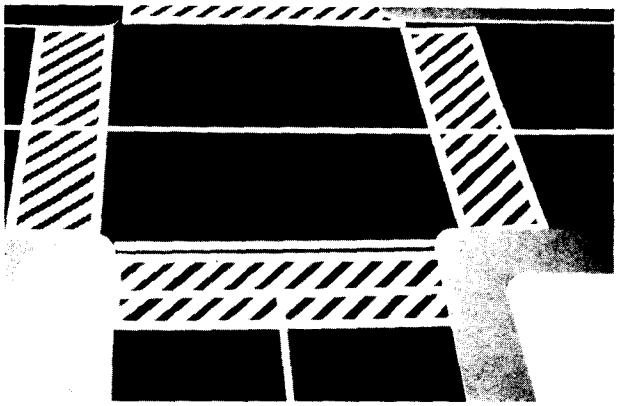
The seventh heading. "The Accident Occurred at an Intersection," . . .

158



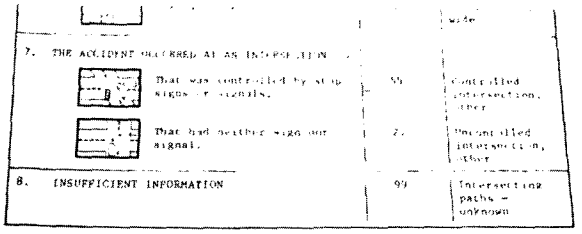
. . . is to be used when you know that the accident did occur at an intersection, . . .

159



. . . or within the crosswalks, but none of the previous headings apply.

160



7. THE ACCIDENT OCCURRED AT AN INTERSECTION		
That was controlled by stop signs or signals.	91	Controlled intersection, other
That had neither sign nor signal.	2.	Uncontrolled intersection, other
8. INSUFFICIENT INFORMATION	99	Intersecting paths - unknown

The final heading is "Insufficient Information." This heading, like its counterpart in the "Parallel Paths" section, is to be used only when there is little, if any, information on the report concerning how the accident occurred. You should use these "Insufficient Information" headings as seldom as possible.

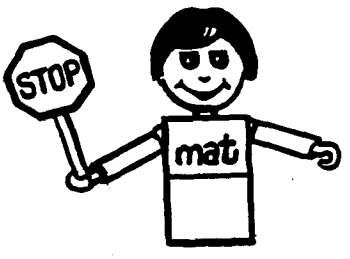
CROSSING PATHS

161

1. Study the police accident report.
2. Review Special Circumstances.
3. Decide: parallel or crossing paths.
4. Select FIRST heading that applies.
5. Select FIRST accident type that applies.
6. Record accident type number.

Now that we've reviewed the manual, turn to the fifth accident report and type the next five accidents, reports 5-9. Be sure to follow the proper procedure.

[Write in the report numbers on your coding form. Code the five reports and enter their code numbers, then STOP. Inform your supervisor that you have completed Section Three. Please don't go on to Section Four until instructed to do so.]



SECTION FOUR

SECTION FOUR

162

ACCIDENT TYPE RECORDING FORM

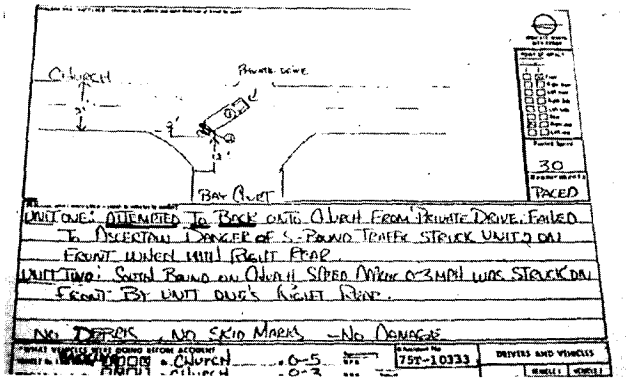
CODER _____ PAGE _____ DATE _____

REPORT NUMBER	ACCIDENT TYPE
1	5
2	22
3	1
4	13
5	11
6	27
7	9
8	29
9	6

REPORT NUMBER	ACCIDENT TYPE

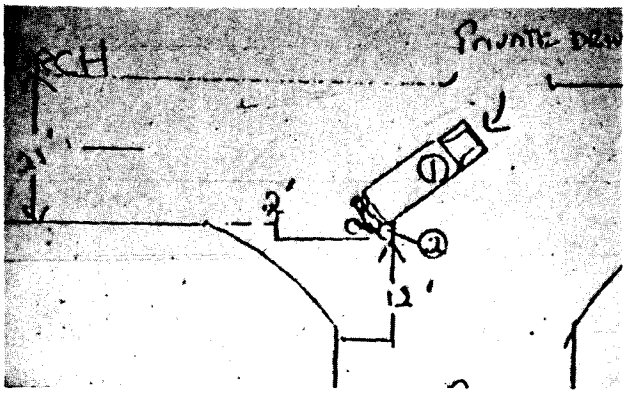
The accident types for the five reports are: report number five--Type 11, "Backing;" number six--Type 27, "Bicyclist Overtaking;" report number seven--Type 9, "Drive-out Stop Sign;" number eight--type 29, "Non-Roadway;" and last, number nine--Type 6, "Trapped."

163



Let's look at report number five. The report states that unit one, the motor vehicle, was attempting to back onto Church Street from a private drive when the accident occurred.

164

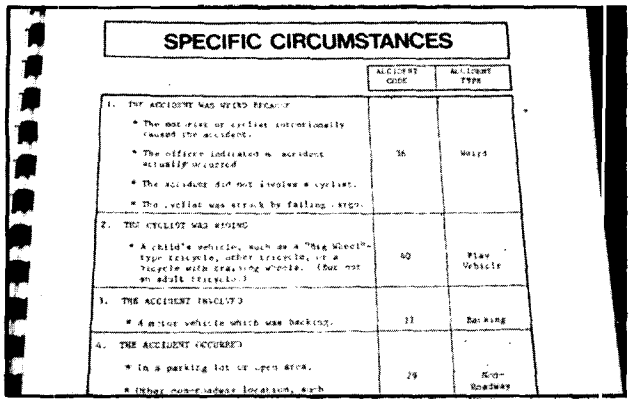


The diagram shows a vehicle backing into the street.

165

This model gives us an idea as to how the accident occurred.

166

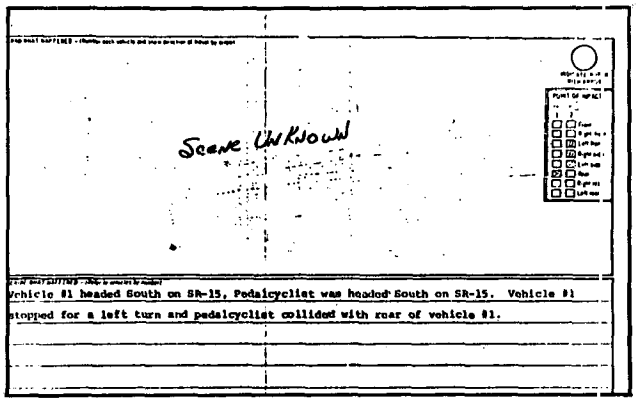


SPECIFIC CIRCUMSTANCES

	ACCIDENT CODE	ACCIDENT TYPE
1. THE ACCIDENT WAS WEIRD BECAUSE:		
* The motorist or cyclist intentionally caused the accident.		
* The officer indicated no accident actually occurred	36	Weird
* The accident did not involve a cyclist.		
* The cyclist was struck by falling cargo.		
2. THE CYCLIST WAS RIDING		
* A child's vehicle, such as a "Big Wheel"-type tricycle, other tricycle, or a bicycle with training wheels. (But not an adult tricycle.)	40	Play Vehicle
3. THE ACCIDENT INVOLVED		
* A motor vehicle which was backing.	11	Backing
4. THE ACCIDENT OCCURRED		
* In a parking lot or open area.	29	Non-Roadway
* Other non-roadway location, such		

Reading down the "Specific Circumstances," we see that the accident is not weird, did not involve a tricycle but did involve a vehicle that was backing, so this would be Type 11, "Backing." If you were alert to the "Specific Circumstances," you would have coded this correctly.

167



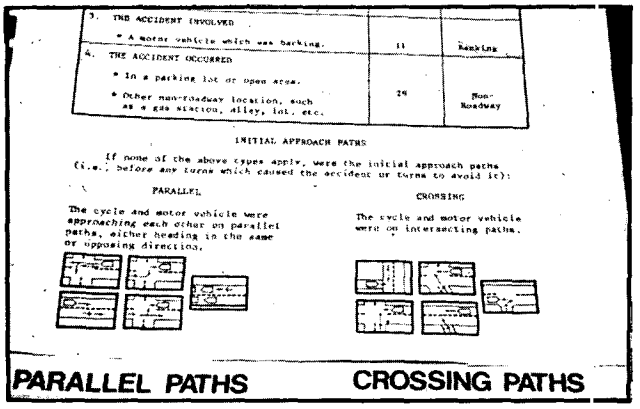
Vehicle #1 headed South on SR-15. Pedalcyclist was headed South on SR-15. Vehicle #1 stopped for a left turn and pedalcyclist collided with rear of vehicle #1.

On to report number six. This report doesn't have a diagram. However, the Narrative and "What Vehicles Were Doing Before the Accident" sections of the police report indicate that both vehicles were proceeding south and that the car was stopped for a left turn.

168

This model provides us with a basic understanding as to how the accident occurred.

169



3. THE ACCIDENT INVOLVED		
* A motor vehicle which was backing.	11	Backing
4. THE ACCIDENT OCCURRED		
* In a parking lot or open area.	29	Non-Roadway
* Other non-roadway location, such as a gas station, alley, lot, etc.		

INITIAL APPROACH PATHS

If none of the above types apply, were the initial approach paths (i.e., before any turns which caused the accident or turns to avoid it):

PARALLEL

The cycle and motor vehicle were approaching each other on parallel paths, either heading in the same or opposing directions.

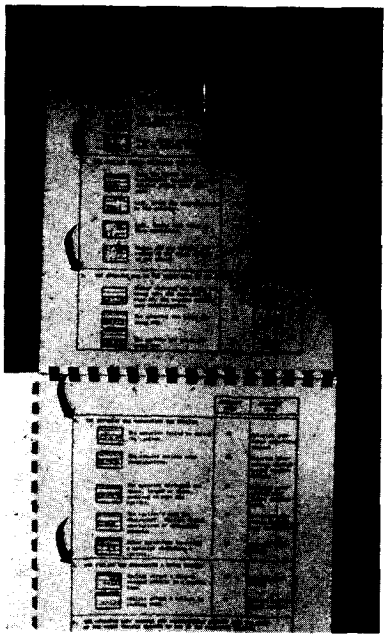
CROSSING

The cycle and motor vehicle were on intersecting paths.

PARALLEL PATHS CROSSING PATHS

After concluding that none of the "Specific Circumstances" were indicated, we decide that the paths are parallel because both operators were reported to have been, initially, going in the same direction.

170



We turn to the "Parallel" section and read the first heading, "The Motorist Turned or Merged into the Path of the Bicyclist." No, the motorist was stopped. We read the second heading, "The Bicyclist Turned or Merged into the Path of the Motorist." No, the bicyclist was going straight ahead.

The third heading, "The Operator was on the Wrong Side of the Street," does not seem to apply as neither party is indicated to have been on the wrong side of the street.

The fourth heading, "The Motorist was Overtaking the Bicyclist," does not apply as the motorist was stopped.

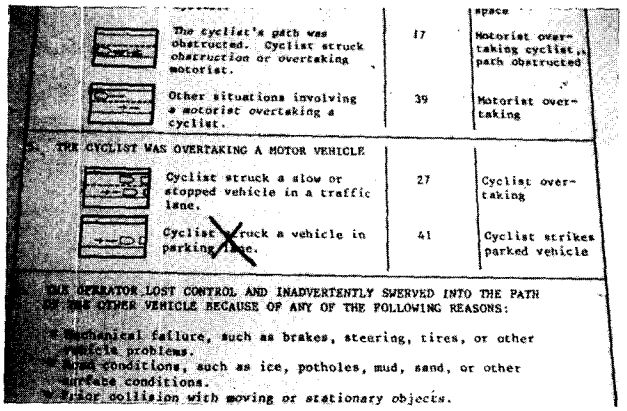
171

	Other situations involving a motorist overtaking a cyclist.	39	Motorist overtaking
5. THE CYCLIST WAS OVERTAKING A MOTOR VEHICLE			
	Cyclist struck a slow or stopped vehicle in a traffic lane.	27	Cyclist overtaking
	Cyclist struck a vehicle in parking lane.	41	Cyclist strikes parked vehicle
6. THE OPERATOR LOST CONTROL AND INADVERTENTLY SWERVED INTO THE PATH OF THE OTHER VEHICLE BECAUSE OF ANY OF THE FOLLOWING REASONS: * Mechanical failure, such as brakes, steering, tires, or other vehicle problems. * Road conditions, such as ice, potholes, mud, sand, or other surface conditions. * Prior collision with moving or stationary objects. * Operator impairment due to drugs or alcohol.			

The fifth heading, "The Bicyclist was Overtaking a Motor Vehicle," applies to this accident as the bicyclist approached a car from the rear while it was stopped on the road.

The first accident type under this heading fits the report exactly, "Bicyclist Struck a Slow or Stopped Vehicle in a Traffic Lane," Type 27.

172



The cyclist's path was obstructed. Cyclist struck obstruction or overtaking motorist.	17	Motorist overtaking cyclist, path obstructed
Other situations involving a motorist overtaking a cyclist.	39	Motorist overtaking

THE CYCLIST WAS OVERTAKING A MOTOR VEHICLE

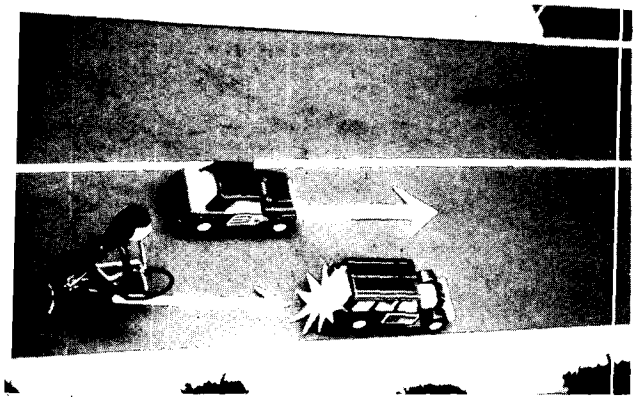
Cyclist struck a slow or stopped vehicle in a traffic lane.	27	Cyclist overtaking
Cyclist struck a vehicle in parking lane.	41	Cyclist strikes parked vehicle

THE OPERATOR LOST CONTROL AND INADVERTENTLY SWERVED INTO THE PATH OF THE OTHER VEHICLE BECAUSE OF ANY OF THE FOLLOWING REASONS:

- Mechanical failure, such as brakes, steering, tires, or other vehicle problems.
- Road conditions, such as ice, potholes, mud, sand, or other surface conditions.
- Minor collision with moving or stationary objects.

We would not use the next accident type "Bicyclist Struck Vehicle in a Parking Lane," . . .

173



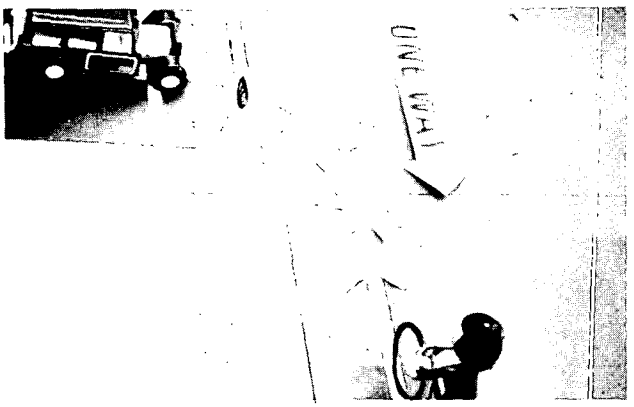
. . . unless the vehicle was parked and empty, as shown in this model.

174

Accident report number seven shows a motorist at a stop sign and a bicyclist riding on a one way street the wrong way.

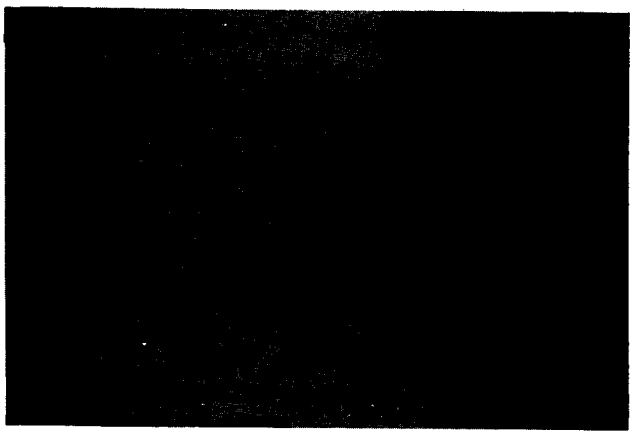
The motorist is reported to have entered into the intersection "Without Ascertaining Safety." We would consider this situation as a "Motorist Failure to Yield."

175



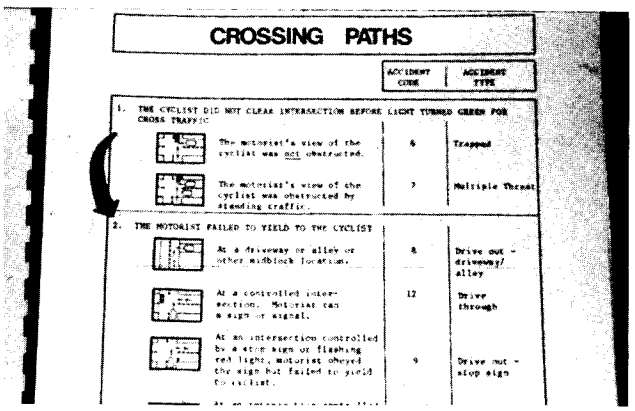
The bicyclist is indicated to have been going straight, while the motorist was making a right turn.

176



None of the "Specific Circumstances" apply, so we determine that the paths are crossing and turn to that section.

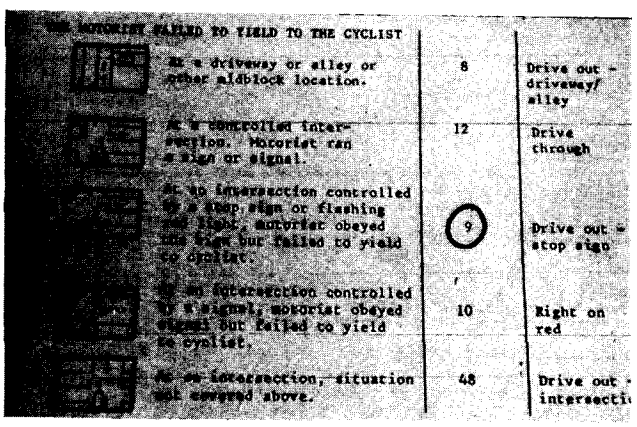
177



The first heading, "The Bicyclist Did not Clear Intersection Before Light Turned Green for Cross Traffic," is not applicable, as this intersection is controlled by a stop sign.

The second heading states that the "Motorist Failed to Yield to the Bicyclist." The report indicates this, so we read the descriptions beneath the heading.

178

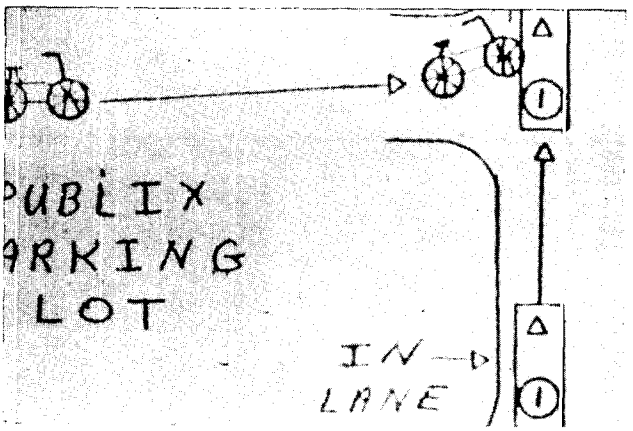


The first type "At a Driveway or Alley or Other Midblock Location" does not apply to this report which occurred at a stop sign in an intersection. The motorist was not indicated as having run the stop sign, so Type 12, "Drive-Through," in which the motorist runs a sign or signal, does not apply.

The next accident type, "At an Intersection Controlled by a Stop Sign," agrees with this report, so, we would classify this situation as a Type 9 "Drive-Out Stop Sign."

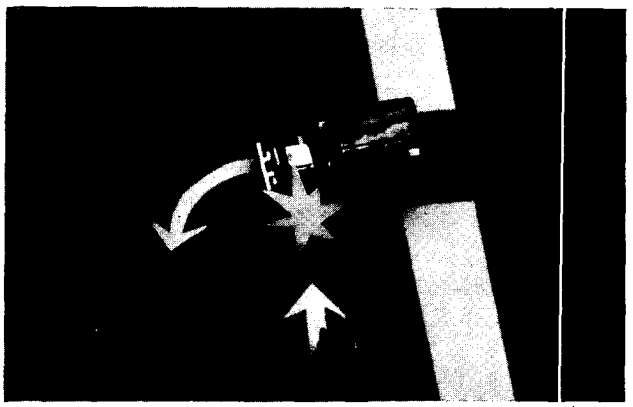
Note that Type 12, "Drive-Through" is different from types 9 or 10, right below it, in that for 9 or 10 the motorist <u>does</u> stop for the sign or signal but <u>then fails</u> to yield to the bicyclist.

179



Accident report number eight describes an accident which occurred in the parking lot of a store.

180

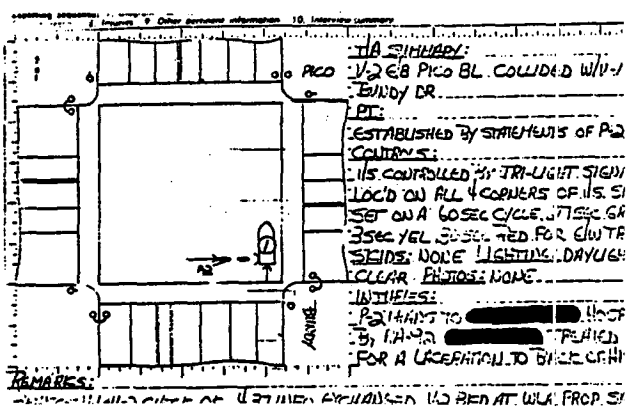


A bicycle rode into the side of a car which was entering the lot.

181

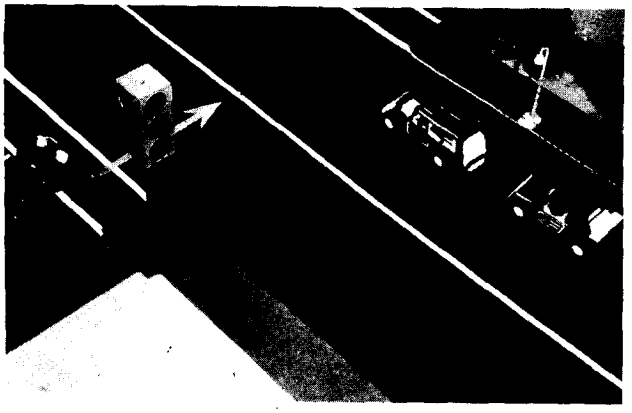
Starting with the "Specific Circumstances," we see that this accident did occur in a parking lot, so we assign Code 29, "Non-Roadway."

182



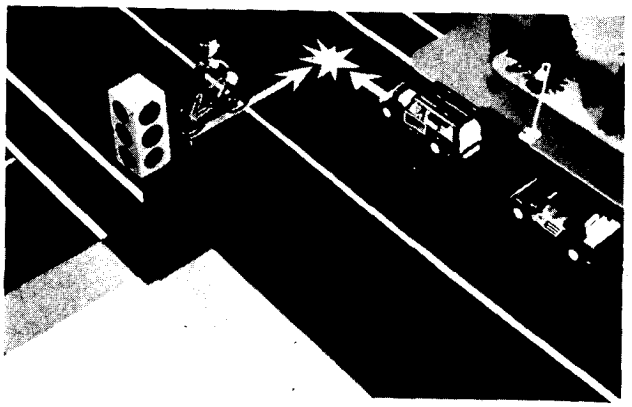
The accident described in report number nine occurred as a bicyclist entered a signal-controlled intersection on a yellow light.

183



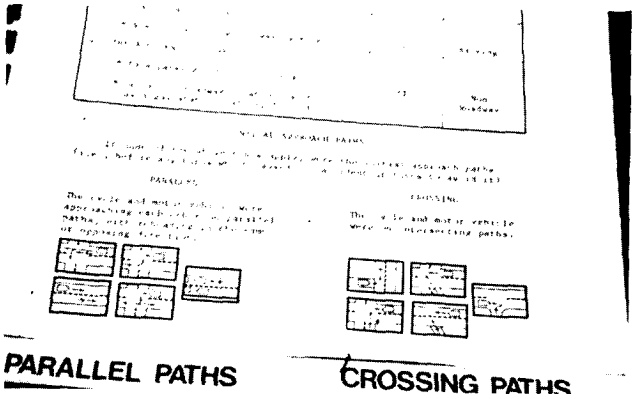
The light turned yellow as the bicyclist was entering the intersection.

184



Before the bicyclist could clear the intersection, the light for the cross traffic turned green. The motorist pulled forward causing the bicyclist to strike the car's left side.

185



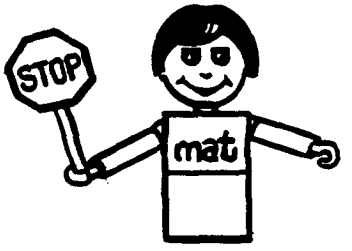
We read through the "Specific Circumstances" and none apply. We decide the paths are crossing and turn to that section.

186

CROSSING PATHS

	ACCIDENT CODE	ACCIDENT TYPE
1. THE CYCLIST DID NOT CLEAR INTERSECTION BEFORE LIGHT TURNED GREEN FOR CROSS TRAFFIC		
The motorist's view of the cyclist was not obstructed.	6	Trapped
The motorist's view of the cyclist was obstructed by standing traffic.	7	Multiple Th
2. THE MOTORIST FAILED TO YIELD TO THE CYCLIST		
At a driveway or alley or other midblock location.	8	Drive out driveway/ alley

The first heading, "The Bicyclist Did not Clear the Intersection Before the Light Turned Green for Cross Traffic" fits. Since the motorist's view of the bicycle does not seem to be obstructed, we would type this report a "Trapped," Type 6.



[STOP, inform your supervisor that you have completed Section Four. Please don't go on to Section Five until instructed to do so.]

SECTION FIVE

SECTION FIVE

In this Section, you will type 25 bicycle accident reports individually, then compare your accident types with our accident types and discuss the disagreements among yourselves. Before you begin accident typing we will review the use of the Coder's Handbook.

First, read the accident report completely. Study the narrative, "figure out" the diagram, and take note of information contained in the checked boxes or "Fill in the Blank" items.

Once you understand how the accident occurred, read through the "Specific Circumstances." After typing a few reports, many people have a tendency to skip right down to a particular accident type without checking all the headings which precede it. This practice leads to errors. Always review each heading, if only briefly, before continuing on.

If none of the "Specific Circumstances" apply, decide if the approach paths were parallel or crossing. Turn to the proper page. Review the headings in order. Choose the first one that fits, then review the accident types under that heading in order. Record the accident code for the type you select.

187

1. Study the police accident report.
2. Review Special Circumstances.
3. Decide: parallel or crossing paths.
4. Select FIRST heading that applies.
5. Select FIRST accident type that applies.
6. Record accident type number.

188

- Don't consider last minute turns in determining initial approach paths.
- Refer back to the report as you code.
- Refer to the definitions.
- Remember – the diagrams are only examples of accident situations.

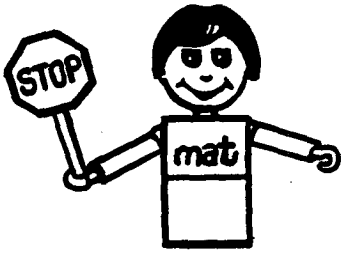
Remember that turns made immediately prior to or just as the accident occurred should not be taken into account in determining the initial approach paths.

As you read through the headings, refer back to the accident report for more information.

If any of the phrases used in the manual are unclear check the definitions of terms provided at the beginning of the Handbook.

Remember that the pictures in the handbook are just sample diagrams showing one of several ways that an accident could have occurred.

[Now begin with the tenth accident report and code the last 25 in the Practice Cases Booklet. Follow the procedure as before and record each type number next to the accident report number on your coding form. When you have finished all 25 reports, STOP. Inform your supervisor that you have completed Section Five. Please don't turn the page for the correct answers until instructed to do so.]



The correct types for the 25 reports you have just coded are given below:

Report No.	Accident Type	Report No.	Accident Type
10	24	22	9
11	1	23	11
12	23	24	13
13	49	25	49
14	22	26	22
15	27	27	19
16	40	28	20
17	8	29	27
18	19	30	9
19	24	31	33
20	20	32	13
21	16	33	29
		34	20

Any cases on which you disagree with the correct answer should be discussed with your supervisor and other coders to find where your accident type differed from ours.

Many errors are the result of deciding on different "Initial Approach Paths." If you used crossing paths where we indicate parallel, check if you included a turn in your choice of approach paths.

A number of errors also result in "skipping over" the "Specific Circumstances" section. Check if you missed a piece of information on the report which indicated a backing car, a bicycle or a parking lot which are the most common "Specific Circumstances" accidents. For each disagreement, go back to the accident report and check why your answer disagreed with ours, such as missing a piece of information on the report.

If you disagree with more than ten of the reports, you should review this training program and recode the practice cases before beginning to code the reports from your area.

DOT HS 806 346
January 1983