



FOREWORD

Every year, scores of pedestrians and bicyclists are killed or injured in collisions with motor vehicles, exacting a terrible toll on individuals, families, businesses, and communities throughout the country. To respond to this national problem, the transportation community continues to develop innovative approaches to enhance the capacity of State and local coordinators, planners, and engineers to address traffic fatalities and injuries. The Pedestrian and Bicycle Crash Analysis Tool (PBCAT): Version 2.0 offers a dynamic and practical method for recording vital information about pedestrian and bicyclist crashes to produce diverse and useful reports. PBCAT also gives access to engineering, education, and enforcement countermeasures that represent promising procedures for mitigating crashes. The details PBCAT captures about crashes between motor vehicles and pedestrians or bicyclists, and the resources it presents, will further efforts of agencies nationwide to identify and select appropriate practices to improve pedestrian and bicyclist safety.

Michael Trentacoste, Director Office of Safety Research and Development

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16. Abstract

In 2004, 4,641 pedestrians and 725 bicyclists were killed, accounting for 13 percent of all traffic fatalities in the United States. An additional 68,000 pedestrians and 41,000 bicyclists were reported to be injured as a result of collisions with motor vehicles. PBCAT is a software product intended to assist State and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems.

PBCAT accomplishes this goal through the development and analysis of a database containing details associated with crashes between motor vehicles and pedestrians or bicyclists. One of these details is the crash type, which describes the pre-crash actions of the parties involved. With the database developed, the software can then be used to produce reports and select countermeasures to address the problems identified. Features of PBCAT Version 2.0 include:

- Form Design—users can customize the data entry form for inputting crash data; the form can be
 designed to match the local police crash report.
- Group Typing an alternative version of crash typing is available for users who do not wish to have the level of crash type detail offered in the traditional version.
- Location Data—users have the option of recording specific location information (e.g., approach leg and travel direction) for pedestrian crashes occurring at intersections.
- Crash Reports—users have more table options and the capability to export results to Microsoft® Excel®.
- Countermeasures—links are provided to access the engineering, education, and enforcement countermeasures in PEDSAFE and BIKESAFE, which are Websites developed for FHWA that include a number of expert system tools for selecting the most appropriate countermeasures.

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N kPa	newtons kilopascals	ORCE and PRESSURE or S 0.225 0.145	STRESS poundforce poundforce per square inch	lbf lbf/in ²

^{*}SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380. (Revised March 2003)

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CHAPTER 1. PRODUCT OVERVIEW

In 2004, 4,641 pedestrians and 725 bicyclists were killed, accounting for 13 percent of all traffic fatalities in the United States. An additional 68,000 pedestrians and 41,000 bicyclists were reported to be injured as a result of collisions with motor vehicles. The Pedestrian & Bicycle Crash Analysis Tool (PBCAT) is a software product intended to assist state and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems.

PBCAT accomplishes this goal through the development and analysis of a database containing details associated with crashes between motor vehicles and pedestrians or bicyclists. One of these details is the crash type, which describes the pre-crash actions of the parties involved. With the database developed, the software can then be used to produce reports and select countermeasures to address the problems identified.

CRASH TYPING

The development of effective countermeasures to help prevent bicyclist and pedestrian crashes is hindered by insufficient detail on computerized state crash files. Analysis of these data can provide information on where pedestrian and bicyclist crashes occur (city, street, intersection, two-lane road, etc.), when they occur (time of day, day of week, etc.), and characteristics of the victims involved (age, gender, injury severity, etc.). These data cannot provide a sufficient level of detail regarding the sequence of events leading to the crash.

In the 1970s, methods for typing pedestrian and bicycle crashes were developed by the National Highway Traffic Safety Administration to better define the sequence of events and precipitating actions leading to bicycle- and pedestrian-motor vehicle crashes.^{3,4} In the 1990s, the methodologies were applied to over 8,000 pedestrian and bicycle crashes from six States. The results provided a representative summary of the distribution of crash types experienced by pedestrians and bicyclists.^{5,6,7} This method has evolved over time and was refined during development version 1.0 of PBCAT.⁸

VERSION 2.0 FEATURES

This version of the software has resulted in significant improvements in the functionality of the product and an improved design that makes the product easier to use. Some of the features of Version 2.0 include:

- User-friendly environment and improved navigation—A Microsoft® Windows® operation environment has been adopted and includes pull-down menus and toolbars.
- Form Designer—Users can customize their data entry form for inputting crash data. The form can be designed to match the police crash report used in their community.
- Group Crash Typing—An alternative version of crash typing is available for those users who do not wish to have the level of crash type detail offered in the traditional version.

- Location Data—Users have the option of recording the specific location information (e.g., approach leg and travel direction) for pedestrian crashes occurring at intersections.
- Crash Reports—Single variable and multivariable tables can be produced within the application, and the results can be exported to Excel for further customization and graphic production.
- Countermeasures—Users have access to detailed descriptions of engineering, education, and enforcement countermeasures that are provided to address specific types of crashes.
- Expert System Tools—Links are provided to online expert systems tools for additional help with countermeasure selection.
- Import/Export Capabilities—A conversion utility is included for importing PBCAT 1.0 data sets, and data may be exported in several formats for users who wish to conduct more sophisticated analyses with other applications (e.g., SAS® or Excel®).

APPLICATIONS

As previously noted, the principal objective of the PBCAT application is to allow agencies to type their pedestrian and bicyclist crashes, and by doing so, be able to better assess the problem and select the most appropriate countermeasures. Crash typing requires the user to have access to the police crash reports. The narrative and diagram of the crash, along with information pertaining to the location, operator characteristics, and contributing factors, are all used to answer questions within the crash typing logic of the program and determine the appropriate crash type. While the crash reports are required for typing purposes, it is not a requirement that all of the information on the crash report be entered in the PBCAT database.

The software is designed to allow users to customize the database and the data entry forms to meet their needs. Some agencies will have hardcopy police crash reports, but will not have an easily accessible database with this information. For these agencies, the PBCAT software can be used to create this database. Forms can be designed to match the police crash report and include the crash typing information desired. The database can also be exported to other applications (e.g., Excel) for more sophisticated analyses.

Other agencies will already have robust databases that include most or all of the information recorded on police-reported crash forms. In these cases, there is no need to enter this information a second time. Instead, the user can develop a customized form to capture the crash typing information produced by PBCAT and any missing variables that may not be included in the primary database. The PBCAT database can be exported to Excel or as a delimited text file and merged with the primary database, using the crash report number as the linking field.

The latter approach has been used for several years in North Carolina. The Department of Transportation (NCDOT) has an extensive crash database that includes all of the variables present on the police crash report. The agency also maintains a database of scanned police crash reports. Each year, the reports involving pedestrians and bicyclists are downloaded, printed, and used to type all crashes. The crash typing database is then exported and merged with the NCDOT crash database. The database is used to analyze pedestrian and bicyclist crashes and produce annual reports on the state of pedestrian and bicyclist safety. The database is also maintained on

a Web site (www.pedbikeinfo.org/pbcat), which allows State and local agencies, as well as the general public, to access a series of standard analysis reports and produce customized queries. This Web site provides one example of how PBCAT may be utilized in assessing pedestrian and bicyclist safety, and at the same, providing an online tool for practitioners to conduct further analyses.

TECHNICAL SUPPORT

Technical support for PBCAT is provided online at www.walkinginfo.org/pbcat. Users with questions or software problems can contact technical support via e-mail.

CHAPTER 2. SOFTWARE INSTALLATION

SYSTEM REQUIREMENTS

PBCAT Version 2.0 is a Microsoft Windows-compliant application that was built to operate on the .NET Framework, requiring that this framework is installed on the user's computer. The software was written in Microsoft Visual C#® within the Visual Studio® .NET development environment. The application database was developed in Microsoft Access 2000, which requires Microsoft Data Access Components (MDAC) 2.6 or higher. The hardware and software requirements for the application include:

- Microsoft Windows XP (preferred) or 2000. All operating systems should be updated with the latest Service Packs, which can be found at http://support.microsoft.com/sp.
- Minimum 256 MB of RAM.
- Minimum 100 MB of free disk space.

INSTALLATION STEPS

The software can be downloaded from the walking and bicycling Web sites of the Pedestrian and Bicycle Information Center (PBIC), either www.walkinginfo.org/pbcat or www.bicyclinginfo.org/pbcat. It is recommended that the compressed file (40 MB) be downloaded over a broadband connection. It can take up to 2 hours to download over a 56K modem connection. Users without a broadband connection may contact the PBIC to obtain a copy of the software on CD–ROM.

The steps for installing the software are provided on the download page of the Web site and are repeated here:

- 1. Right-click on the *Download* button (at the bottom of the screen). Click *Save Target As*, *Save Link As*, or *Save Link Target As* within that menu. Click *Save* to save the self-extracting file (PBCAT_Version 2.0.exe) to your desktop.
- 2. Double-click on the downloaded file (PBCAT_Version 2.0.exe) to extract the installation files. The *WinZip Self-Extractor* window will open as shown in figure 1. Use the *Browse* button to

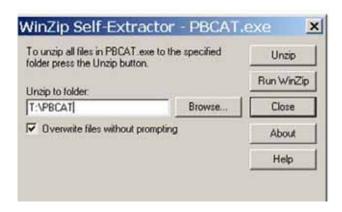


Figure 1. Image. Extract the installation files.

select the destination folder; click *OK*. Then click *Unzip* to extract the files to that folder. A message will appear to indicate that the files were unzipped successfully.

3. Browse to the installation folder and double-click on the Setup.exe file. Follow the instructions on the screen. The application will install the .Net Framework and the necessary version of MDAC if they are not detected.

All screens that appear during the step-by-step installation process are provided in appendix A. For technical support, send an e-mail to pbic@pedbikeinfo.org. The message will be forwarded to the PBCAT technical support staff.

CHAPTER 3. GETTING STARTED: THE BASICS

LAYOUT AND NAVIGATION

PBCAT 2.0 has adopted a Windows environment with pull-down menus and toolbars that allow the user to navigate quickly and easily among the various software functions from any screen in the application.

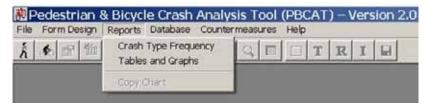


Figure 2. Image. Use pull-down menus and toolbars for navigation.

(See figure 2.) The basic menu functions include:

- File (where application preferences are set).
- Form Design (where data entry forms can be designed).
- Reports (includes the ability to produce single- and multivariable tables).
- Database (includes import/export capabilities).
- *Countermeasures* (links to external Web applications PEDSAFE and BIKESAFE).
- *Help* (includes all the information from this manual).

TOOLBAR

The toolbar located below the menu headings has two distinct functions. First, it is used to access the default database and enter or edit pedestrian and bicyclist data. Second, it is used in the design of data entry forms. The actions initiated by the various buttons are described below.

Data Entry and Crash Typing Buttons

- Access the pedestrian data entry form.
- Access the bicyclist data entry form.
- Create a new record.
- Access crash typing.
- Save a record.
- Go to the first record in the file.
- Go to the last record in the file.
- Go to the previous record in the file.

	Go to the next record in the file.
	Delete a record.
Q	Search the database.
	Browse (view the database in a tabular format).

Form Design Buttons

	Insert group box.
\mathbf{T}	Insert text box.
\mathbf{R}	Rename form.
\mathbf{I}	Index tabs.
	Save form.

QUICK START STEPS

The steps below allow the user to start data entry and crash typing. Subsequently, the user will be able to generate reports and export the data to Excel for more sophisticated analyses. The countermeasures included in the software may be accessed at any time and do not require data in the system (See chapter 9.). To fully understand all the features of the software, the user is advised to read the entire manual before creating a robust data system.

Step 1—Create New Database

Click on *Preferences* within the *File* menu to access the application preferences for PBCAT. On the *Data Sources* tab, click *Create New*, which will open the window shown in figure 3. The new database can be modeled after the default database (PBCAT.MDB) or other existing database that has been developed for Version 2.0 of the application. Select the appropriate option in Step 1 on the screen.

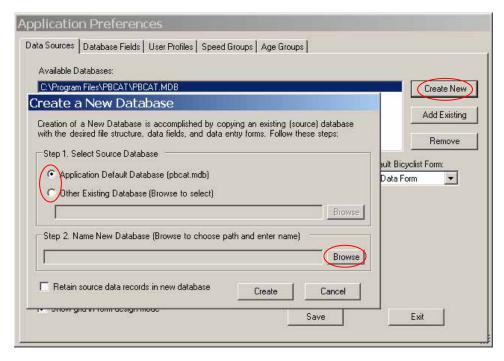


Figure 3. Image. Step 1.

Click *Browse* in Step 2 to name the new database and choose the location where it will reside, as shown in figure 4. Enter the file name and click *Save*. The window shown in figure 4 will close. Click *Create* in the previous window, and the database will be saved as an Access database with the extension .MDB.

Step 2—Select Database and Forms

The newly created database will appear in the list of available

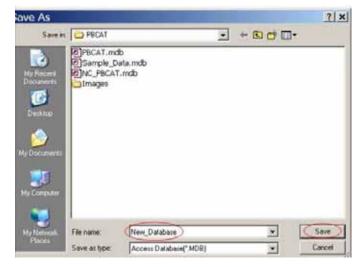


Figure 4. Image. Step 2.

databases under the *Data Sources* tab (See figure 5.). Highlight the new database within that window and click *Set Default Database*. Next, select the forms to be used for pedestrian crash entry and bicyclist crash entry from the dropdown list of available forms. Some databases may contain a single form, while others may include multiple forms. The application default database (PBCAT.MDB) contains multiple forms. Refer to chapter 5 to learn how to create new forms. Click *Save* to save these changes and *Exit* to return to the main screen. The other options available on this tab and the other tabs are described in more detail in chapter 4.

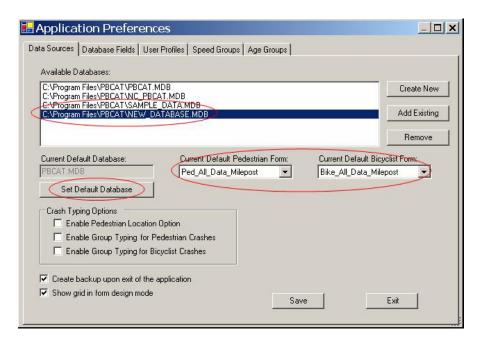


Figure 5. Image. Set default database and choose default data entry forms.

Step 3—Enter Data

Click on either the *Pedestrian* or *Bicyclist* button on the toolbar to open a data entry form (shown in figure 6) and begin entering data. Use the buttons previously described to create and save records and to access the crash typing application within the software.

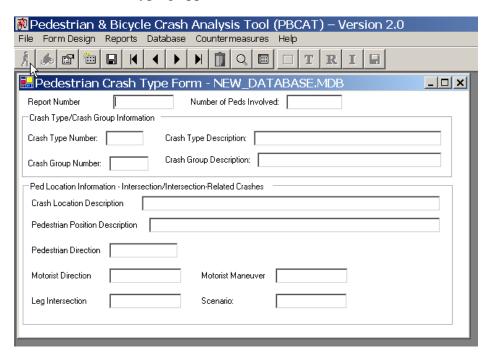


Figure 6. Image. Step 3.

CHAPTER 4. APPLICATION PREFERENCES

User profiles and database options can be customized to meet the needs of any agency or individual user. *Preferences* for the application can be accessed from the *File* menu, as shown in figure 7. Once accessed, the user can create and select databases and data entry forms; select,



Figure 7. Image. Set database options and user profiles.

create, and edit database fields; establish user profiles; and set range parameters for analysis reports involving age and speed variables. The administrator may also create different profiles for different users for management and security purposes. The remainder of this chapter provides detailed instructions for all options associated with each tab on this window.

DATA SOURCES

The *Data Sources* tab includes options for the user to create a new database, add an existing database, or remove a database that is no longer needed. The steps involved in creating a new database were covered in chapter 3 in the section on quick start steps. Also covered in that section were the steps to set the default database and choose default data entry forms for pedestrian and bicyclist crashes. These defaults will be used for data entry when the *Pedestrian* and *Bicyclist* buttons are selected on the tool bar. Each database can have more than one form for data entry, so it is important to select the appropriate form in addition to the correct database. More information can be found in chapter 5 on the creation and design of data entry forms.

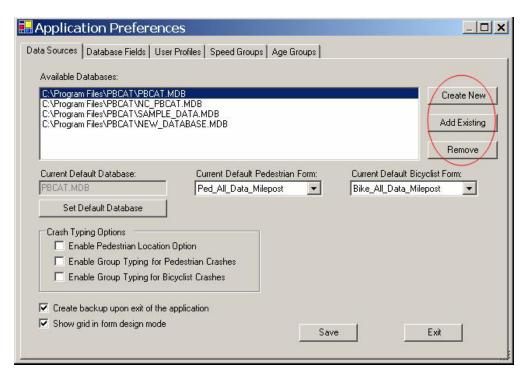


Figure 8. Image. Create, add an existing, or remove a database.

Special Note: PBCAT.MDB is the default database for the application. The text fields in this database, as well as the aliases for all noncrash type fields, can be changed. Once such changes are made, the original default database that is loaded with the application will no longer exist in the PBCAT directory. However, it can be retrieved from the PBCAT Web site at www.walkinginfo.org/pbcat.

The Add Existing button is used to add to the list of available databases an existing database that was created in this version (Version 2.0) of the software. A click on this button will open a window to allow the user to browse the computer and select the database to be added. Once the file is selected, click *Open* to add the database to the list. (See figure 9.) This feature will be useful for adding databases when PBCAT is installed on a new local computer. For example, PBCAT may have been installed on a computer for User A, who created a database for typing local pedestrian crashes and saved it to the network



Figure 9. Image. Search for and open a database to be added.

drive. Much of the data entry will be done by a second user on a different computer. When PBCAT is installed on the second computer, User B will need to access this network drive and

add this database to the list of available databases by following the steps just described. User B can then set this database as the default database, choose the appropriate data entry forms, and begin entering data. Note, while both users will have access to the same database on the network drive, the application is not designed to allow simultaneous data entry. If there is a need to have multiple data entry personnel, each person can enter data into a unique database. These databases can then be merged within Microsoft Access. Use the *Add Existing* button to add the merged database to the list of available databases in PBCAT.

Removing a database that is no longer needed or may have been created in error is done by clicking on the database in the list of available databases and then clicking *Remove*. A confirmation window will appear. A click on *Yes* will remove the database from the List of Available Databases. However, the Access file will not be deleted. Thus, the database can be added back to the list at a later time. If the file itself needs to be removed, use Windows Explorer to locate and delete the file.

Crash Typing Options

Crash typing is a part of the data entry process and is accessible after a pedestrian or bicyclist data entry form is opened. Crash typing requires the user to input answers to questions and directives on a series of screens. The number of questions and directives is determined by the crash typing options selected for a particular database. The options available are shown on the *Data Sources* tab

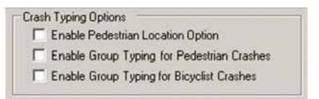


Figure 10. Image. Enable or disable pedestrian location option and group typing options.

and can be turned on and off by clicking on the adjacent checkboxes, shown in figure 10. Each option is described in more detail in the following sections. Be sure that the database for which options are being set is shown in the Current Default Database window.

Pedestrian Location

The Pedestrian Location Option provides the user with the ability to add details regarding the specific location of pedestrian crashes at or near intersections. If this option is selected, the crash typing logic includes a series of questions related to the direction and maneuvers of the motorist and pedestrian for intersection and intersection-related crashes. One of the crash typing examples included in chapter 6 makes use of this option.

The answers are stored in the following fields in the database and may prove useful for conducting intersection-level analyses:

- *Motorist_Direction* (northbound, southbound, eastbound, westbound, unknown).
- *Motorist_Maneuver* (left turn, right turn, straight, unknown).
- *Leg_Intersection* (nearside, farside, unknown).
- *Pedestrian_Direction* (northbound, southbound, eastbound, westbound, unknown).

• *Scenario* (one of 36 scenarios based on the combination of motorist maneuver, intersection leg where the crash occurred, direction of travel of the pedestrian, and whether the pedestrian was in or out of the crosswalk).

Drawings illustrating the scenarios are provided in appendix B for reference and use in analyses. Only *Motorist_Direction* (motorist's initial travel direction before any turns) and *Scenario* are needed to identify the precise leg of the intersection and the maneuvers of the motorist and pedestrian. If additional variables are preferred to further define location information, the user can add other fields to the database as discussed later in this chapter.

To make use of the pedestrian location data in an analysis involving specific intersections, it will be necessary to sort the data by intersection location, the ease of which will vary depending on the crash referencing system used by an agency. Those localities that use links and nodes will be able to distinguish among intersections by using their node numbers. Others may use a Route-Street Reference system in which intersections may be located by the combination of the principal street name and the reference street name. Still others may use a Route-Milepost system in which the intersections may be located by the route name and the mileposts.

If intersections cannot be identified easily within an agency's existing crash-roadway referencing system, it may be necessary to add a field in the PBCAT database that can be used as an intersection identifier. This field may be a new customized variable or a renaming of one of the existing user-defined variables. For example, the user could add a field named *Intersection ID* and use either a unique name or number to identify each intersection. More information on adding database fields is provided later in this chapter.

Group Typing

The logic for the standard crash typing within PBCAT will produce 56 unique pedestrian crash types and 79 unique bicyclist crash types. Some users may not want the level of detail that is available with these standard crash types; they may select the Group Typing Option for pedestrian and/or bicyclist crashes. If selected, the application will use a different logic that requires the user to answer fewer questions/directives and places each crash into one of 16 pedestrian crash type groups or 20 bicyclist crash type groups.

As an example of the differences in these two options, consider a collision involving a motorist overtaking a bicyclist. Within the standard crash typing logic, the crash may be coded as one of four types: 1) *Motorist Overtaking—Undetected Bicyclist*, 2) *Motorist Overtaking—Bicyclist Swerved*, 3) *Motorist Overtaking—Misjudged Space*, or 4) *Motorist Overtaking—Other/Unknown*. If the group typing option were selected, the crash would be coded as *Motorist Overtaking Bicyclist*. The four detailed crash types available in the standard application are collapsed into the single choice in the group application. Appendix C includes a complete list of all pedestrian and bicyclist crash groups and the unique standard crash types included in each group.

DATABASE FIELDS

The *Database Fields* tab allows the user to add, delete, or edit fields in the database. (See figure 11.) The data table that will appear on this screen is for the default database, which can be changed on the *Data Sources* tab. The user will need to select either the pedestrian or bicyclist table within the default database. Changes made in the pedestrian table will not affect the bicyclist table and vice versa. If the user wishes to make a change in the database for a field that is common to both pedestrian and bicyclist crashes, the change needs to be made in both tables. Appendix D includes complete lists of the fields included in the application's default database (PBCAT.MDB).

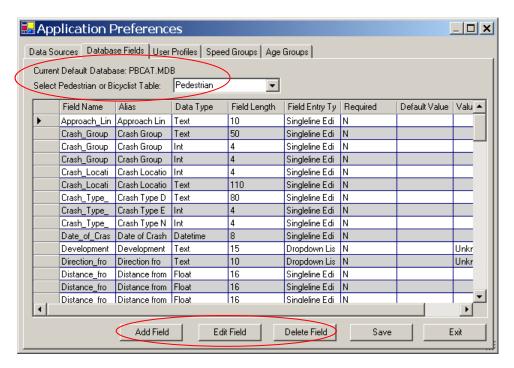


Figure 11. Image. Add, delete, or edit fields in the database.

Column widths within the table may be expanded by clicking and dragging the boundary of each column heading. The entire window may be expanded in this same way, both horizontally and vertically. The default order of the fields in the table is alphabetical on the basis of the Alias column. The fields can also be sorted in either alphabetical or numerical order with a click on any of the other columns.

Special Note: The user can modify the database fields at any time. However, making changes to the fields before designing data entry forms will make the form design process easier. If a database field is modified after the form is designed, be sure to review and edit the form afterwards to reflect any changes made to the database.

A click on *Add Field* opens the window shown in figure 12 and requests the user to enter the following:

- *Field Name*—variable name used in the database. This field must conform to the SQL column naming convention which only allows alphanumeric and underline characters.
- Alias—descriptive name for the variable, which will be the name displayed in both the data entry forms and reports. This field also prohibits the use of most characters that are not alphanumeric (e.g., periods, commas, apostrophes, and quotes).
- Data Type—text, integer, float, datetime, or memo. A text field is limited to 255 characters, while a memo field has no limit on the number of characters. For purposes of database performance, the use of

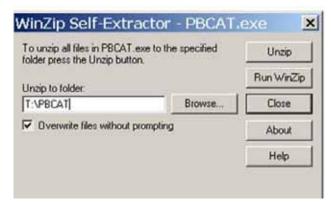


Figure 12. Image. Enter field name, alias, data type, field length, entry type, and default value.

memo fields should be limited. A good example of a crash report variable that may require a memo field is the officer's narrative of the crash. For fields that will only have numeric entries, the choices are either integer or float. Integer fields can only accept whole numbers, while float fields can accept decimal values. Float fields, like memo fields, should be used sparingly. An example of a variable that may require a float field is milepost if that milepost includes decimals and will be used in computing distances. Finally, date variables should be datetime fields, which will automatically check for valid dates and require entry in an mmddyyyy format.

- Field Length—maximum number of characters that may be entered. This value will affect the size of the data entry box used on forms. The field length can be set for text fields only. Field lengths for new integer, float, datetime, and memo fields are set to 10, 16, 8, and unlimited, respectively, and cannot be altered.
- Field Entry Type—singleline editbox, dropdown listbox, or dynamic listbox. (See figure 13.) Singleline editboxes may be used for any variable. Dropdown listboxes are best for variables that have a predetermined set of data entry choices. For example, gender will either be male, female, or unknown.

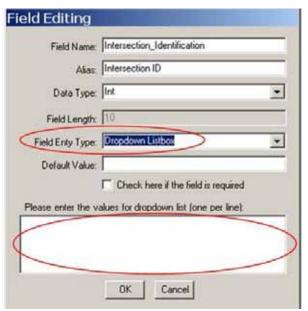


Figure 13. Image. Select a field entry type.

If a dropdown listbox is chosen as the Field Entry Type, the field editing window will expand

to allow the user to enter the list of data entry choices. A Blank choice can be entered with a space and Enter. Dynamic listboxes are best for variables needing a set of entry choices to be created on the fly. Location variables such as city or intersection are good examples of fields that would benefit from dynamic listboxes. As each new city or intersection is entered, it is added to the list of choices for that field.

- *Default Value*—For any field, the user can define the default text or number that will appear when the data entry form is opened. For dropdown listbox fields, the default will be the first field in the list if no value is entered here. A Blank choice can be entered with a space and Enter.
- Required—the last item in the field editing window is a checkbox to make the field required. Checking this box will force the user to enter a value if the field is included on the data entry form. The only field in PBCAT databases that is always required is Report_Number, and while this field is required, the alias for the field can be changed.

To edit an existing field, select the field by clicking on the appropriate row, and then click *Edit Field*. (See figure 14.). If the field is currently being used in any data entry form in the default database, a warning message will appear to let the user know an adjustment may need to be made to those forms after editing the field. A click on *OK* will open the field editing window. An example of when a form adjustment may be required would be if *Field Length* is changed from 20 to 100. The data entry box will be much larger, and the form may need to be revised to accommodate this larger box. All adjustments are made in *Form Design* (refer to chapter 5). The arrow keys at the bottom of the field editing window allow the user to move to the prior and next fields and make edits to multiple fields at once.

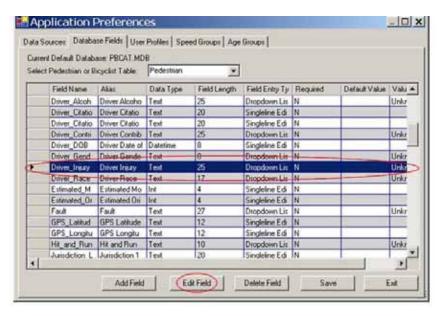


Figure 14. Image. Edit a field.

To delete a field, select the field in the same way as described for editing. Then click *Delete Field*. A message will appear indicating that the field and all data for this field will be deleted—are you sure? A click on *Yes* will remove the field from the database; *No* will cancel the delete operation.

Crash Typing Fields

The database fields used for crash typing cannot be edited or deleted. These fields are completed by the software when a crash is typed and a record is saved in the data entry mode. The fields that cannot be changed are listed below. While the information is saved to these fields in the database for each typed crash record, not all fields have to be included on the data entry form. For example, if the only crash type information desired by the user is the crash type description, the pedestrian and bicyclist forms can be designed to include *Crash_Type_Description* and exclude all other fields.

<u>Pedestrian and Bicyclist Fields</u> (present in both data tables)

- Crash_Group_Basic—integer value for crash group.
- *Crash_Group_Description*—text descriptor for crash group.
- Crash_Group_Expanded—integer value that combines the Crash_Location, Crash_Group_Basic, and other fields related to the pedestrian/bicyclist position and maneuver.
- *Crash_Location*—integer value for location of the crash.
- Crash_Location_Desc—text descriptor for location of the crash.
- *Crash_Type_Basic*—integer value for crash type.
- Crash_Type_Description—text descriptor for crash type.
- *Crash_Type_Expanded*—integer value that combines the *Crash_Location*, *Crash_Type_Basic*, and other fields related to the pedestrian/bicyclist position and maneuver.

<u>Pedestrian Fields</u> (not present in the bicyclist table)

- Leg_Intersection—text descriptor to further define the crash location.
- *Motorist_Direction*—text descriptor to define the travel direction of the motorist.
- Motorist_Maneuver—text descriptor to define the maneuver of the motorist.
- Pedestrian_Direction—text descriptor to define the travel direction of the pedestrian.
- *Pedestrian_Position*—integer value for pedestrian position.
- *Pedestrian_Position_Desc*—text descriptor for pedestrian position.
- *Scenario*—alphanumeric character for defining the crash on the basis of intersection leg, motorist maneuver and direction, and pedestrian direction.

Bicyclist Fields (not present in the pedestrian table)

- *Direction_Bicyclist*—integer value for bicyclist direction.
- *Direction_Bicyclist_Desc*—text descriptor for bicyclist direction.
- *Position_Bicyclist*—integer value for bicyclist position.
- Position_Bicyclist_Desc—text descriptor for bicyclist position.

Age Fields

The fields for driver, pedestrian, and bicyclist age are computational fields that make use of the date of the crash and birth dates to calculate the age of the parties involved in the collision. If a birth date is not available on the crash report form, but an age is indicated, the age may be entered directly into the age field. The age and date fields used in these computations are as follows:

Field (alias)

- *Date_of_Crash* (date of crash).
- *DOB* (pedestrian date of birth or bicyclist date of birth).
- *Driver DOB* (driver date of birth).
- Age (pedestrian age or bicyclist age).
- *Driver_Age* (driver age).

USER PROFILES

On the *User Profiles* tab, one can add and delete new user profiles, set passwords, and modify the editing options available to different users (See figure 15.). PBCAT is installed with a single profile for the administrator with all editing options enabled. **This profile cannot be deleted.** However, the editing options can be changed, and a password can be set for the administrator.

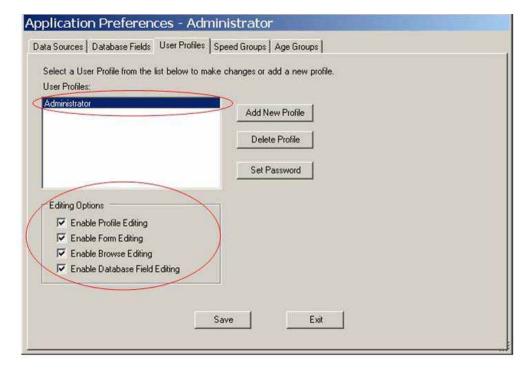


Figure 15. Image. Set user profiles, passwords, and editing options.

To create a new profile, click *Add New Profile*. A window will open to allow the profile name to be entered and saved (click *OK*), as shown in figure 16. Once additional profiles have been added, a *Login* window will appear when the PBCAT application is launched, and the user can select the appropriate profile from a dropdown list, as shown in figure 17. While it is not necessary to create additional profiles, it may be desirable to do so to limit the editing options available to different users. For example, the administrator will always need access to edit profiles and may be the only person allowed to edit data entry forms. It is desirable to prevent data entry staff from accessing other profiles or the form designer. A profile can be set up for data entry staff to limit their access to these options. (See more on the editing options below.)





Figure 16. Image. Create a new profile.

Figure 17. Image. Select a profile.

Passwords

A Password can be set for any profile. Click on the profile for which the password is desired, and click *Set Password*. A window will open where the password, a hint question, and hint answer can be entered. (See figure 18.) Click *OK* to save the entry. Passwords may be changed or deleted by following these same steps. The new password will be requested on the *Login* window the next time PBCAT is launched. For profiles that do not have passwords,

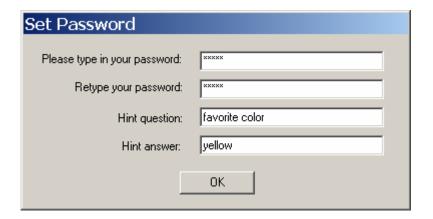


Figure 18. Image. Enter a password and hint information.

bypass this field, and click *OK* to start the program.

Special Note: A hint should be something that the user will not forget. All password information is encrypted and cannot be accessed.

If the user has forgotten the password, click on *Hint* on the *Login* window to see the hint that was provided. (See figure 19.) A correct answer in the space below the hint will provide the user with access to the application. The user should return to the *User Profiles* tab in *Preferences* to change a forgotten password.

Editing Options

The editing options that may be changed for each user profile are:

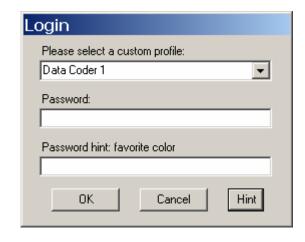


Figure 19. Image. Enter a password.

- Profile Editing—allows the user to add or delete profiles, set and change passwords, and change the editing options associated with all profiles.
- Form Editing—allows the user to add, edit, and delete data entry forms.
- Browse Editing—allows the user to view and edit data entry records within the Browse mode (tabular format) of data entry.
- Database Field Editing—allows the user to add, delete, and modify the database fields within application preferences.

SPEED GROUPS

Accessing the *Speed Groups* tab within the Application Preferences window allows the user to 1) select the preferred units of measurement for speed-related data and 2) establish the speed groupings that will be used in analysis reports. The units of measurement that are used for recording speeds and speed limits can be changed from miles per hour (mi/h) to kilometers per hour (km/h), which will be necessary for some jurisdictions outside the United States. Use the radio buttons beside MPH and KPH to select the units of choice, as shown in figure 20. Click *Restore to Default* to change the values being applied (shown in the Min and Max columns) for deriving speed groups to the values shown in the Default column.

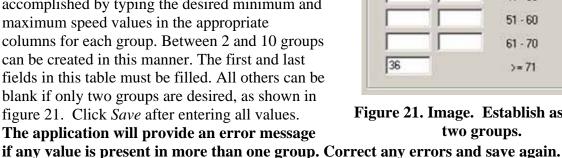
a Sources	Database Fie	lds User Profiles Spee	ed Groups Age Groups
Speed Gro	oups	$\overline{}$	Units:
Min	Max 10	Default <= 10	© MPH Restore to Default
11	15	11 - 15	C KPH Restore to Default
16	20	16 - 20	
21	30	21 - 30	
31	35	31 - 35	Notes:
36	40	36 - 40	Fewer than 10 Groups can be created. However, the first and last fields must contain values. These groups are used in the production of analysis reports only, any changes will not affect the
41	50	41 - 50	
51	60	51 - 60	
61	70	61 - 70	
71		>= 71	speed values in the database.
	-4	-	
		Save	e Exit

Figure 20. Image. Set values for speed groups and choose units of measurement.

The speed groups can be customized to meet the needs of the user. The groups defined on this tab are only used to specify the category ranges for the variable *Speed Group* within the reports application of the software. Changing the Min and Max values will not affect the speed data for any of the records in the database. This reporting variable is derived from the data entry field

Estimated_Original_Motor_Vehicle_Speed. If this field is not used, or data are not entered for this field, the *Speed Group* variable will only contain null values when used in reports.

The default values are intended to provide the user with a reasonable means of examining the distribution of speeds of motorists involved in collisions with pedestrians and bicyclists. The user can customize the application to produce groups with different value ranges. This task is accomplished by typing the desired minimum and



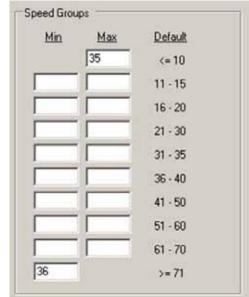


Figure 21. Image. Establish as few as two groups.

AGE GROUPS

The Age Groups tab allows the user to customize the category ranges for the variables Driver Age Group, Pedestrian Age Group, and Bicyclist Age Group within the reports application of the software. (See figure 22.) Changing the Min and Max values will not affect the age data for any of the records in the database. These reporting variables are derived from the data entry fields Driver Age, Pedestrian Age, and Bicyclist Age. If these fields are not used or data are not entered for these fields, the Group variables will only contain null values when used in reports.

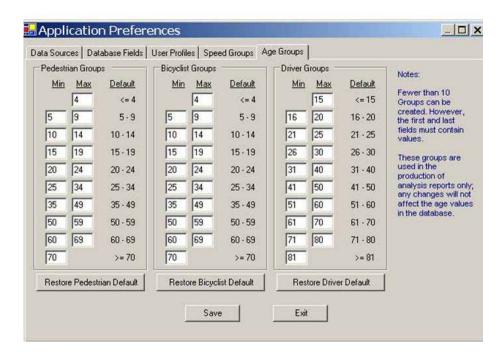


Figure 22. Image. Set values for pedestrian, bicyclist, and motorist age groups.

The default values are intended to provide the user with a reasonable means of examining the distribution of ages of drivers, pedestrians, and bicyclists involved in collisions. The user can customize the application to produce groups with different age ranges. This task is accomplished by typing the desired minimum and maximum ages in the appropriate columns for each group. Between 2 and 10 groups can be created in this manner for each operator type. As shown in figure 23, the first and last fields in this table must be filled. All others can be blank if fewer than 10 groups are desired. Click *Save* after entering all values. **The application will provide an error message if any value is present in more than one group. Correct any errors and save again.**

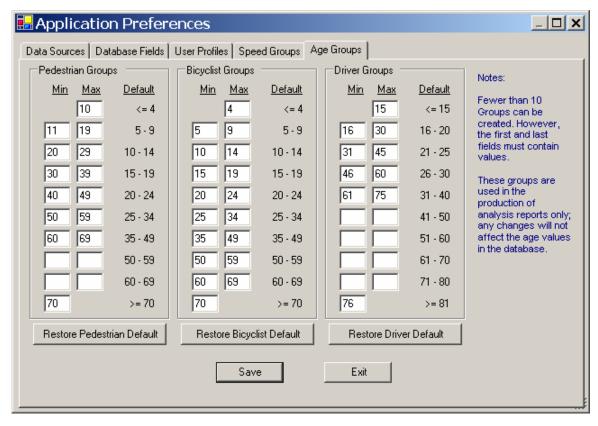


Figure 23. Image. Set values and numbers of groups for three modes.

CHAPTER 5. FORM CREATION AND DESIGN

PBCAT allows the creation of customized data entry forms to simplify and streamline the data entry process. Customized data entry forms may contain only those database fields that are needed to match local crash reports or specific analysis needs. Furthermore, the data entry forms can be developed to approximate the design of the police crash report forms used in a State or municipality. This feature should enhance usability and reduce the time spent on data entry.

FORMS AND DATABASES

Forms are embedded in databases in the application. In *Preferences* under the *File* menu, the user can select the default database and the forms desired for data entry. (Refer to chapter 3.) The application accesses the selected *Default Database* when the *Form Design* menu options are selected. (See figure 24.) The creation of new forms, editing of existing forms, or deletion of forms will be done within that default database. Forms can be copied from one database to another using the *Copy Form* option, which is covered in a later section of this chapter.



Figure 24. Image. Create, edit, delete, and copy forms.

Special Note: Prior to creating a new form or modifying an existing form, set the desired

Default Database and make all changes to the variables in the Database Fields in the Application Preferences. Refer to chapter 3 for further instruction on these steps.

The forms used for data entry also affect analysis abilities. Specifically, the variables available for the creation of reports (tables or charts of crash frequencies or percentages) will only be those included in the form. For example, if *Pedestrian Age* is not included on the data entry form, it will not appear in the list of variables available for the production of analysis reports. (See chapter 7 for more information on Reports.)

EXISTING FORMS

The application includes several forms that may be used for data entry as they are currently designed or edited to create different versions of the form. (See figure 25.) The forms included in the default database (PBCAT.MDB) of the application include:

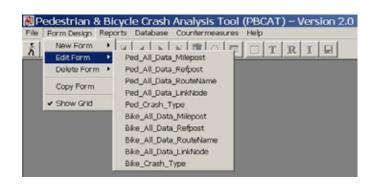


Figure 25. Image. Select forms for editing.

- Ped_All_Data_Milepost—contains all crash typing fields, all crash report fields, and the milepost referencing system fields.
- Ped_All_Data_Refpost—contains all crash typing fields, all crash report fields, and the reference post referencing system fields.
- Ped_All_Data_RouteName—contains all crash typing fields, all crash report fields, and the route/street name referencing system fields.
- Ped_All_Data_LinkNode—contains all crash typing fields, all crash report fields, and the link/node referencing system fields.
- Ped_Crash_Type—contains only the *Report_Number* field and the crash typing fields.
- Bike_All_Data_Milepost—contains all crash typing fields, all crash report fields, and the milepost referencing system fields.
- Bike_All_Data_Refpost—contains all crash typing fields, all crash report fields, and the reference post referencing system fields.
- Bike_All_Data_RouteName—contains all crash typing fields, all crash report fields, and the route/street name referencing system fields.
- Bike_All_Data_LinkNode—contains all crash typing fields, all crash report fields, and the link/node referencing system fields.
- Bike_Crash_Type—contains only the *Report_Number* field and the crash typing fields.

The forms containing all database fields may be most helpful to those planning to use PBCAT to store and manage all pedestrian and bicyclist collision data in this application. The forms with crash type information only may be utilized by those users who plan to export crash typing information and merge it with another database that contains other crash data elements. All these forms are shown in appendix E.

In addition to the forms within the PBCAT.MDB database, there are also two forms in the NC_PBCAT.MDB database (also included with the application) that have been customized to match the crash report forms used in North Carolina: NCDMV349-Pedestrian and NCDMV349-Bicyclist. These forms represent the type of customization that can be done with the software.

Special Note: Custom design of forms to match the police crash report form may take a few hours to accomplish. However, it only has to be done once and may substantially improve the efficiency and accuracy of data entry.

FORM CREATION

Forms can be created in two ways. The user can select *New Form* or *Edit Form*. A click on the former followed by the selection of either *Pedestrian Form* or *Bicyclist Form* will open a window like the one shown in figure 26. The form will be untitled (as shown in the form header) and will include the field *Report Number*. This field is required in all forms and should be used as the unique identifier for a crash record. It is usually this field that is used to link to databases containing other crash report information. The form will also include a grid that can be used to

help align fields and boxes. The grid can be turned on and off in the *Form Design* menu. To the right of the form is a list of *Available Database Fields* that may be added to the form. This list is populated by the *Aliases* given to the database fields in *Preferences* and will always include all database fields that are not currently on the form. Thus in the case of a new form, the list will be populated with the entire list of fields available in the database. These two windows can be resized with a click and drag on the edges of the windows and can be moved as needed.

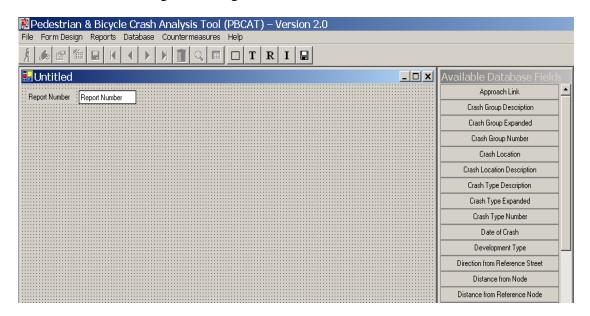


Figure 26. Image. Create a form using the *New Form* function.

Creation of a form using the *Edit Form* function requires the user to select the form to be edited from the list of all forms included in the default database. The form window that opens will look very similar to the one shown for creating a new form. The primary differences are 1) the form name and database are provided in the header information, and 2) the form will include significantly more data fields.

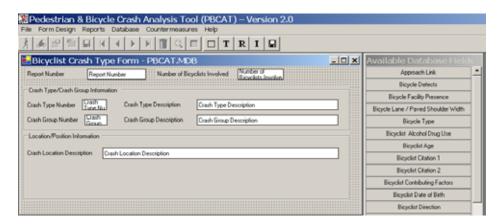


Figure 27. Image. Create a form using the *Edit Form* function.

Creation of a new form using the *New Form* or *Edit Form* function is a matter of user preference. If a form exists that includes the majority of the variables desired by the user, and the layout is

satisfactory or only requires small adjustments, the *Edit Form* function may be the best approach. If a form is being designed to match the layout of a police crash report form, it may be best to use the *New Form* option, since it is unlikely there is an existing form with a layout similar to what will be required. While creating a form to match the form of a local agency will take time to design and lay out, it is a one-time task that can save significant time during data entry.

Adding Fields

Adding fields to a new or existing form can be done in one of two ways. The user can use a drag-and-drop function from the *Available Database Fields* list. (See figure 28.) Simply click on the variable to be added and hold the mouse button down. Drag it to the desired location on the form; the mouse pointer will be the upper left corner of the entry. Release the mouse button, and the field alias and entry space (white box) will be present on the form. **Note that once a field is included in the form, it will no longer be in the list, which will ensure no field is included more than once.**

The second option for adding a field to a form is to place the mouse pointer at the location where the field is desired and right-click the mouse to access a menu of options, including one that says *Insert Database Field*. A click on that option produces the same list of available database fields. A click on the desired field places the alias and entry box on the form.

Pedestrian & Bicycle ersion 2.0 Form Design Reports Approach Link Crash Group Basic **為||雷||塩||日||**| ■ I 🖫 Crash Group Description **⊞**Untitled Crash Group Expanded Crash Type Description Report Number Report Number Crash Type Expanded Date of Crash Date of Cras Crash Type Number Development Type Insert Lahel Direction from Reference Street Insert Group Box Distance from Node Insert Database Field 🕦 Distance from Reference Node Reindex Tabs Distance from Reference Street Rename Form Driver Age Driver Alcohol Drug Use

Figure 28. Image. Insert a field on a form.

Adding Text and Group Boxes

The user can also insert text boxes and group boxes on the form. (See figure 29.) Text boxes can be used as headers or notes within a form or for other purposes where there is a need to provide additional text. These boxes can be up to 100 characters in length. Group boxes can be used to surround several variables that may be part of a group. For example, one can use

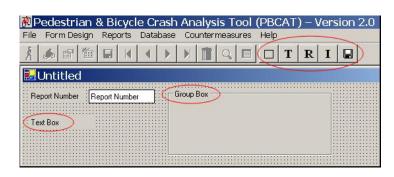


Figure 29. Image. Insert text and group boxes on a form.

a group box to encompass all the variables that include crash typing information. Group boxes include a title box that allows the group to be named. Inserting a text box or group box can be

done with the right click of a mouse, as previously described for inserting database fields. The toolbar above the form also includes buttons that can be used to insert these boxes. Once inserted, each box can be moved by clicking on the box and dragging it to the desired location on the form. A right click on the inserted box will allow the box to be renamed, deleted, or sent to the back (group box only).

All items on a form—aliases, entry boxes, text boxes, and group boxes—can be moved and resized. Each component can be moved by clicking on the object and dragging it to the new location. (See figure 30.) Each item can be resized by clicking on the object, then clicking on the edge of the highlighted box and dragging to the needed size. Groups of objects can also be moved simultaneously. Hold the control key down while clicking on all objects to be moved. For the last object selected, key

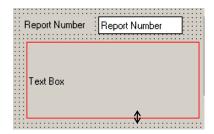


Figure 30. Image. Resize a box.

objects to be moved. For the last object selected, keep the mouse button depressed. Drag the group of objects to a new location on the form.

Deleting Fields

During the course of creating a new form or editing an existing form, there may be a need to delete fields from the form. This is accomplished by clicking on the field (either the alias or entry box), right-clicking the mouse, and clicking *Delete*. A deleted database field will be added back to the list of available variables. If a field is deleted by mistake, simply add it back to the database using the steps previously described.

Indexing Tabs

The Tab key is used during data entry to move from one field to the next. The sequence of the tabs for a new or existing form can be set or changed using the *Tab Redindexing* function. Click on the tool bar button labeled with an "I" or right click on the form (outside a box or field) and select the tab reindexing option. The instructional message shown here will appear. Simply click on the fields in the order desired for data entry. Click *Done* when the last data entry field is selected, and the order is set. (See figure 31.)



Figure 31. Image. Set the sequence of tabs for a new or existing form.

Saving and Renaming

A form can be renamed by clicking on the "R" button on the toolbar or by right-clicking on the form and selecting the renaming option. A window will open to allow a new name to be entered for the form. Click *OK* to save the form under the new name. (See figure 32.) The new form name will appear in the header information.

A form can be saved by clicking the *Save* button on the toolbar. For a new form that has not yet been saved, a window will open to allow a new name to be entered (same as the window described for renaming). For an existing form, the user will always be prompted as to whether the form should be overwritten, as shown in figure 33. A click on *Yes* will save the form under the existing form name. A click on *No* will open the Save Form As window. *Cancel* will not save the form and will return the user to the form itself.



Figure 32. Image. Rename and save a form.

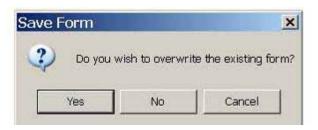


Figure 33. Image. Overwrite an existing form.

Special Note: After a form is created, it must be selected as the default data entry form in *Application Preferences* if it is to be the form used for data entry. (See chapter 3.)

FORM DELETION

Forms that are not being used for data entry and forms that may have been created in error can be deleted from a database. Select the *Delete Form* option under the *Form Design* menu, and select the form to be deleted. (See figure 34.) A click on the form to be deleted will prompt a confirmation message.



Figure 34. Image. Delete a form.

FORM COPYING

PBCAT features the ability to copy forms from one database to another or from the pedestrian table to the bicyclist table in the same database. (See figure 35.) This feature can expedite form creation by allowing the user to make minor modifications to a form that may already exist in another database or table. As an example, consider an agency (State Y) that is planning to create a new data entry form and discovers that another agency in the State (City A) is using PBCAT and has created a form that may fulfill State Y needs.

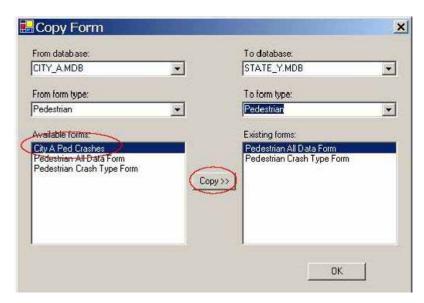


Figure 35. Image. Copy a form.

Rather than create a new form, State Y acquires a copy of the database and desired form from City A. State Y can copy that form to their database following the steps shown in the Copy Form window. Select the to/from databases, to/from form types, and the form to be copied. Click *Copy* to have the form copied to the new database. This form can then be edited by State Y to meet their needs and avoid having to create an entirely new form.

The *Copy Form* feature also is valuable in the production of almost duplicate agency forms for pedestrian and bicyclist crashes. Since crash reports for both types of crashes will be the same in an agency, the data entry forms will also need to be similar. A form can be created for one type of collision (e.g., pedestrians), and then copied to the bicyclist table and edited to change the few fields that differ between the two modes.

CHAPTER 6. DATA ENTRY AND CRASH TYPING

The primary purpose of this software product is to allow users to type pedestrian and bicyclist collisions in their community, which may lead to the selection and implementation of countermeasures targeted at specific crash types. This chapter covers the data entry and crash typing aspects of the application and includes several crash typing examples to assist users in understanding the logic of the software.

Prior to entering data in the application, the user should set the appropriate parameters in *Preferences*: (See chapters 3 and 4.)

- Create a new database and establish it as the default database on the *Data Sources* tab.
- Select the default pedestrian and bicyclist data entry forms from the lists of available data forms for the default database. If necessary, create a new form or edit one of the existing forms. (See chapter 5.)
- Set the crash typing options on the *Data Sources* tab. The options include enabling or disabling the pedestrian location option, pedestrian group typing option, and bicyclist group typing option.
- Choose or create the appropriate user profile and associated editing and crash typing options on the *User Profiles* tab.

DATA ENTRY

Basic Functions

Entering data and typing crashes begins by selecting either the *Pedestrian* or *Bicyclist* button on the toolbar, as shown in figure 36. A click on either of these buttons will open an empty data entry form and activate the other data entry/crash typing buttons on the toolbar. The form name and the database file name will appear in the header box. The record number will appear in the toolbar at the bottom of the page. The entire data entry form is contained on one scrollable screen. The window can also be maximized to see more fields at once.

The cursor will appear in the first field to be completed. The order of entry for the data will have been established through the *Reindexing* function when the

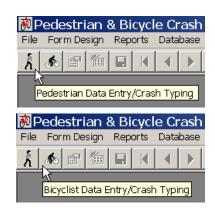


Figure 36. Image. Enter pedestrian or bicyclist crash data.

form was designed. Proper form design and indexing will enable data entry personnel to tab from field to field in the desired order during data entry. As they become experienced with data entry, it may be more efficient to have a different order of entry. Refer to chapter 5 for instructions on *Reindexing* within *Form Design* to make such a change.

Error checks will be performed as data are entered for specific fields. The message received will depend on the field, but examples include:

- Field Report Number error—This field is required and a value must be entered before the user can tab to the next field. While the *Report Number* field is the only one that is initially required, the same type of message will appear for any other fields that have been established as required by the user in the *Database Fields* tab of *Preferences*.
- Field Date of Crash error—The format for this field requires eight characters entered as mmddyyyy. The months and days are also checked for validity. Any other format will not be accepted. This same error checking is used for other dates (e.g., birth dates) in the application.
- Non-integer error—Fields with an integer data type will not accept other types of characters. The error message will indicate this and tell the user to change the data type in *Preferences* if non-integer characters are desired.
- Field Crash Type Number error—This field is reserved for a value that will be produced when the crash typing is completed. Values cannot be entered directly. This same error message will appear when the user attempts to manually fill any field that is reserved for crash typing.
- Field length error—If the number of characters typed exceeds the field length that was set for a field, an error message will appear indicating this. If necessary, field lengths can be changed in the *Database Fields* tab of *Preferences*.

The crash typing function may be accessed at any time during data entry and is done with a click on the *Crash Typing* button on the toolbar, as shown in figure 37. When the crash typing is completed (i.e., a crash type is accepted after answering the series of questions/directives), the crash typing fields included on the data entry form will be completed. More details on crash typing, including several examples, are provided in a later section of this chapter.

Entries can be saved with a click on the *Save Record* button in the toolbar, as shown in figure 38. The record can be saved and resaved at any time during data entry. Be sure to save once all data have been entered and the crash typing has been completed. If unsaved changes are made to a record, any attempt to close the data entry window or add a new record will prompt a message asking if the record should be saved.



Figure 37. Image. Access the *Crash Typing* function.



Figure 38. Image. Save a data entry record.

A new record can be added by clicking on the *New Record* button, which will open an empty data entry form. (See figure 39.) The record number for the new entry will be shown in the bottom left of the screen.

Other Functions

The toolbar includes several other functions that may be useful for managing and navigating the database, as shown in figure 40. The *arrow key* buttons allow the user to navigate to the previous and next records, as well as the

first and last records in the database. The *Delete* button, denoted by the trash can icon, can be used to delete a record. A click on this button will produce a confirmation window requiring a *Yes* response to delete the record.



Figure 39. Image. Open a new data entry form.



Figure 40. Image. Navigate to, delete, search, and browse records in a table.

The *Search* button (magnifying glass) allows the user to search the database for a specific record or records. This feature will be most useful when searching for the record of a specific crash using the *Report Number* field. A click on this button opens a search window. The user can input the value or text to search for and the variable (field) in which to search. A click on *Search* will produce a list of records that meet the search criteria. In the example shown in figure 41, records are listed that were coded as "M" for the variable *Driver Gender*.

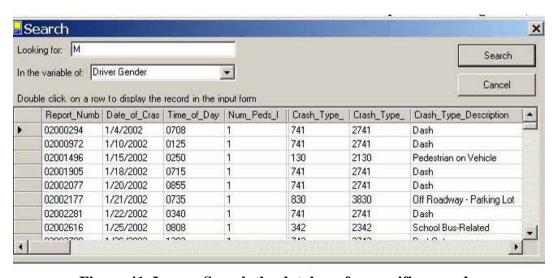


Figure 41. Image. Search the database for specific records.

The complete database can also be viewed as a table with a click of the *Browse* button on the toolbar, as shown in figure 42. Enabling browse editing on the *User Profiles* tab in *Preferences* allows the user to edit or delete existing records and create new records. A prompt to save changes will appear when the window is closed or browse mode is exited (another click on the *Browse* button). If browse editing is not enabled, the table can be viewed but not changed.

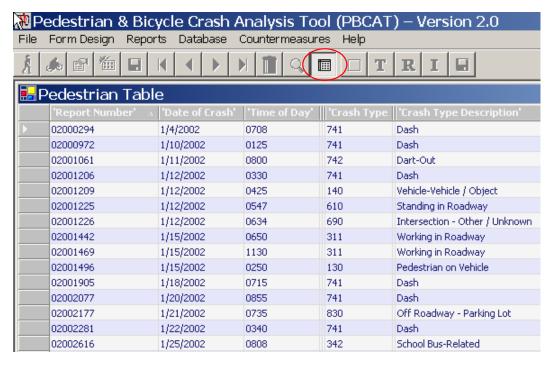


Figure 42. Image. Browse all records in the database.

Any record in the database can be printed using the *Print* command under the *File* menu. The menu also includes options for *Page Setup* and *Print Preview*. The latter will generate the form in a window like the one shown in figure 43. This window can be maximized, and there is a zoom option to preview specific sections of the form.

CRASH TYPING OPTIONS AND DATABASE FIELDS

Crash typing requires the user to input answers to questions and directives on a series of screens. The number of questions and directives is determined by the crash

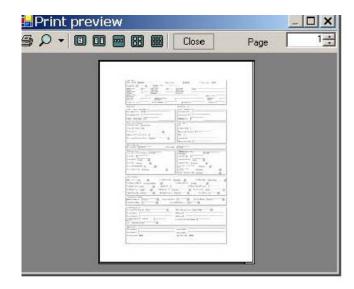


Figure 43. Image. Preview the data form that can be printed.

typing options selected for a particular database. The options available are shown on the *Data Sources* tab in *Preferences* and are briefly described below. Refer to chapter 4 for more details on each option and instructions for enabling each one.

Pedestrian Location

The Pedestrian Location Option allows the user to add details regarding the specific location of pedestrian crashes at or near intersections. The answers are stored in the following fields in the database and may prove useful for conducting intersection-level analyses:

- *Motorist_Direction* (northbound, southbound, eastbound, westbound, unknown).
- *Motorist_Maneuver* (left turn, right turn, straight, unknown).
- *Leg_Intersection* (nearside, farside, unknown).
- Pedestrian_Direction (northbound, southbound, eastbound, westbound, unknown).
- *Scenario* (one of 36 scenarios based on the combination of motorist maneuver, intersection leg where the crash occurred, direction of travel of the pedestrian, and whether the pedestrian was in or out of the crosswalk).

Illustrations of the scenarios are provided in appendix B for reference and use in analyses. Only *Motorist_Direction* (motorist's initial travel direction before any turns) and *Scenario* are needed to identify the precise leg of the intersection and the maneuvers of the motorist and pedestrian. If additional variables are preferred to further define location information, the user can add other fields to the database, as discussed later in this chapter.

Special Note: To make use of the pedestrian location data in an analysis involving specific intersections, it is necessary to sort the data by intersection location. Refer to chapter 4 for a discussion of this issue.

Standard versus Group Typing

The logic for the standard crash typing within PBCAT will produce 56 unique pedestrian crash types and 79 unique bicyclist crash types. Some users may not want the level of detail that is available with these standard crash types. They may select the group typing option for pedestrian and/or bicyclist crashes on the *Data Sources* tab within *Preferences*. (See chapter 4.) If selected, the application will use a different logic that requires the user to answer a lesser number of questions/directives and places each crash into one of 16 pedestrian crash type groups or 20 bicyclist crash type groups.

As an example of the differences in these two options, consider a collision involving a motorist overtaking a bicyclist. Within the standard crash typing logic, the crash may be coded as one of four types: 1) *Motorist Overtaking—Undetected Bicyclist*, 2) *Motorist Overtaking—Bicyclist Swerved*, 3) *Motorist Overtaking—Misjudged Space*, or 4) *Motorist Overtaking—Other/Unknown*. If the group typing option were selected, the crash would be coded as *Motorist Overtaking Bicyclist*. The four detailed crash types available in the standard application are collapsed into the single choice in the group application. Appendix C includes a complete list of all pedestrian and bicyclist crash groups and the unique standard crash types included in each group.

Database Fields

The database fields that are completed by the software when a crash is typed and a record is saved in the data entry mode are listed below. These fields cannot be edited or deleted on the *Database Fields* tab within *Preferences*. While the information is saved to these fields in the database for each typed crash record, not all fields have to be included on the data entry form. For example, if the only crash type information desired by the user is the crash type description,

the pedestrian and bicyclist forms can be designed to include *Crash_Type_Description* and exclude all other fields. Refer to chapter 5 for more details on customizing data entry forms.

<u>Pedestrian and Bicyclist Fields</u> (present in both data tables)

- *Crash_Group_Basic*—integer value for crash group.
- Crash_Group_Description—text descriptor for crash group.
- Crash_Group_Expanded—integer value that combines the Crash_Location, Crash_Group_Basic, and other fields related to the pedestrian/bicyclist position and maneuver.
- Crash_Location—integer value for location of the crash.
- Crash_Location_Desc—text descriptor for location of the crash.
- *Crash_Type_Basic*—integer value for crash type.
- *Crash_Type_Description*—text descriptor for crash type.
- Crash_Type_Expanded integer value that combines the Crash_Location, Crash_Type_Basic, and other fields related to the pedestrian/bicyclist position and maneuver.

<u>Pedestrian Fields</u> (not present in the bicyclist table)

- Leg_Intersection—text descriptor to further define the crash location.
- *Motorist_Direction*—text descriptor to define the travel direction of the motorist.
- *Motorist_Maneuver*—text descriptor to define the maneuver of the motorist.
- Pedestrian_Direction—text descriptor to define the travel direction of the pedestrian.
- *Pedestrian_Position*—integer value for pedestrian position.
- *Pedestrian_Position_Desc*—text descriptor for pedestrian position.
- *Scenario*—alphanumeric character for defining the crash on the basis of intersection leg, motorist maneuver and direction, and pedestrian direction.

<u>Bicyclist Fields</u> (not present in the pedestrian table)

- *Bicyclist_Direction*—integer value for bicyclist direction.
- Bicyclist_Direction_Desc—text descriptor for bicyclist direction.
- *Bicyclist_Position*—integer value for bicyclist position.
- *Bicyclist_Position_Desc*—text descriptor for bicyclist position.

CRASH TYPING SCREENS AND DEFINITIONS

Crash typing begins with a click on the *Crash Typing* button on the toolbar, as shown in figure 44, which opens a window with the first question regarding where the crash occurred. (See example for pedestrian crashes in figure 45.) The graphics on the screens provide examples of the circumstances described in the yellow narration boxes. As the cursor is placed over a graphic and the image is highlighted by a blue border, a narrative describing the details associated with that selection is provided in the box.



Figure 44. Image. Start the crash typing process.

Special Note: The graphic is an example and the text description must be read to interpret the differences (sometime subtle) between the options on the screen. Pay particular attention to the NOTES included in the descriptions.

Most of the screens are of the type shown below, with an image as an example of what is being described in the narrative. There are also screens with buttons (like the Unknown/Insufficient Information button below), which also require the user to read the information in the yellow narrative box. In addition, there are some screens that include radio buttons or small rectangular buttons and provide the needed descriptive information next to each button.

Each screen also includes a *Close* button, which if clicked, will ask the user whether they wish to exit crash typing. There is also a *Back* button on all screens except the first. Clicking this button will allow the user to return to the prior screen and view the response that was provided to the question on that screen. The application retains the answers provided to each question/directive as a crash is being typed, which allows a user to use the *Back* button to determine the response to any question in the sequence.



Figure 45. Image. Identify where the crash occurred.

Appendix F includes several tables of definitions related to the pedestrian and bicycle crash typing logic. Understanding the subtleties among some of these definitions may assist the user in understanding the choices available in the logic. Also provided in this appendix are definitions associated with other important selections such as crash location and pedestrian or bicyclist position.

CRASH TYPING EXAMPLES

Appendix G provides copies of 20 crash reports (10 involving pedestrians and 10 involving bicyclists) and the crash types associated with these reports, as well as the questions/directives and correct responses for the sequence of screens encountered for each crash. Using the program in conjunction with these reports gives the user with the opportunity to practice and sharpen crash typing skills and understand the logic built into the program. These examples may also be used as training materials for someone new to the concept of crash typing.

Following are three examples (one pedestrian and two bicyclist crashes) to illustrate the steps involved in typing a crash and the screens that appear in the application. The first two examples use standard crash typing, while the third illustrates the use of the group typing option. The pedestrian example is completed with the pedestrian location option enabled.

Before answering any questions, read the entire crash report, paying particular attention to the sketches and narratives and looking at the fields related to location, intersection control, and operator characteristics and condition.

Example 1—Bicyclist Crash (Standard Typing)

This example is from a crash in Florida involving a bicyclist and motorist. A 3-page police crash report is shown in figures 46, 47, and 48. The first two pages of the report include a description of the location, operator (bicyclist and driver) information, and a number of completed fields describing aspects of the location (e.g., type of traffic control) and contributing factors. The third page features a drawing of the scene and a narrative describing the sequence of events. Read the narrative, study the drawing, and become familiar with the characteristics of the location and operators involved.

Florida Crash Report Crash Report No. ate of Crash Time Officer Arrived Time Officer Notified Agency Report N Time of Crash 2/12/92 12 AM REPORT 1 County/City Code eet or Miles N S W City or Town In City/Town? County 1.0 11/00 ALACHUA GAINESVILLE, FL On street, Road, or Highway No. of Lanes Divided SW. 75 STREET Undivided At Intersection of Feet/Miles of Intersection E W N W. UNIVER. AVENUE Year Use POINT OF IMPACT Type 4 | 5 | 6 | 14 Driver 3 2 Hit & Run Cannon Circle Area of Damage Action 92 10 17 (15 (16 3 N/A Dale 18 Undercarriage 19 overturn 14 13 1 Vehicle Traveling W 12 On 20 Windshield 21 Fire 22 Trailer Posted Speed Estimated Damage 1 2 Functional 2 15 Est. MPH SIDEWALK No Damage 40 Vehicle Removed By BAC TEST Results AL/Drugs Phys. Def. Res. Sex Inj. S. Equip Eject 1 Tow Rotation 5 1 Blood 3 Urine 2 Tow Owner's N/A 3 1 1 1 1 1 2 Breath 4 Refusec 5 None 3 Driver 3 2 5 Corrosive Material Driving Ability Questionable 4 Other 1 None 3 Explosives 7 Other 1 Yes Hazardous Mat. 1 2 Flam. Liquid 4 Poison, Gas 6 Radioactive Mater RECOMMEND RE-EXAM 2 No 3 NA Transported 1 Phantom POINT OF IMPACT Make Use Year Type 4 | 5 | 6 | 2 2 Hit & Run 3 Circle Area of Damage Action 88 17 Hyun 1 15 16 3 N/A 18 Undercarriage 19 overturn Vehicle Traveling W 14 13 1 12 11 | 10 On 20 Windshield 21 Fire 22 Trailer 2 Posted Speed Estimated Damage 2 Functional 3 W. Univer. Avenue Est. MPH No Damage 30 \$ 150 Vehicle Removed By Jeh S. Equip BAC TEST Results AL/Drugs Phys. Def Res. Race Sex Inj. Eject 1 Tow Rotation 5 1 Blood 3 Urine 2 Tow Owner's N/A 2 2 1 1 2 Breath 4 Refuser 5 None Driver. 3 Other Hazardous Mat. 1 2 Flam, Liquid Gas 6 Radioactive Mater RECOMMEND RE-EXAM 2 No 3 NA Transported 1 Phantom Year Use POINT OF IMPACT Type Driver Circle Area of Damage 2 Hit & Run Action 15 16 17 3 N/A 18 Undercarriage 19 overturn Vehicle Traveling W 14 13 | 12 11 10 20 Windshield 21 Fire 22 Trailer Posted Speed Estimated Damage 2 Functional AT Est MPH No Damage Vehicle Removed By BAC TEST Results AL/Drugs Phys. Def Res Inj. S. Equip 1 Tow Rotation 1 Blood 3 Urine 2 Tow Owner's 2 Breath 4 Refusec 5 None 3 Driver 3 Explosives Driving Ability Questionable 4 Other 1 None 5 Corrosive Material Hazardous Mat. 2 Flam. Liquid 4 Poison, Gas 6 Radioactive Mater RECOMMEND RE-EXAM 2 No 3 NA Transported (Icohol/Drug Use Vehicle Type Vehicle Use Trailer Type hysical Defects Location Single Semi Traile Not Drinking or using drugs 01 Automobile Private Transportation No Defects Know (in Vehicle) 02 Passenger Van 02 Commercial Passengers 02 Tandem Semi Eyesight Defect Alcohol-Under Influence 33 Commercial Cargo Trailers Fatigue/Asleep Drugs- Under Influence 1 Front Left 03 Pickup/Light Truck 04 Public Transportation Alcohol & Drugs-Under 3 Tank Trailer Hearing Defect 2 Front Center (2 Rear tires) 05 Public School Bus 4 Saddle Mount Illness 3 Front Right Influence 04 Medium Truck (4 06 Private School Bus Had Been Drinking 4 Rear Left rear tires) Flatbed Seizure, Epilepsy, Blackout 07 Ambulance 5 Boat Trailer Pending BAC Test Result 5 Rear Center 05 Heavy Truck (2 or Other Physical Defect 18 Law Enforcement 6 UtilityTrailer RearRight more rear axles) 09 Fire/Rescue 7 House Trailer Body of truck 06 Truck Tractor (Cab Safety Equipment 10 Military B Bus Passenge 08 Pole Tractor Race 07 Mater Home (RV) 1 Other Government 09 Towed Vehicle 9 Other 08 Bus White 3 Hispanic Not in use 4 Other Seat Belt / Shoulder Harness 7 Other Black 7 Other 09 Bicycle Residence 10 Motorcycle DL Type Required Child Restraint Ejected 1 No 2 B 3 C 11 Moped County of Crash Endorsements Air Bag 4 D/Chauffeur 7 None Elsewhere in State Safety Helmet 2 Yes 12 All Terrrian Vehicle 1 Yes 2 No 3 NR E/Operator Non-Resident (State Eye Protection 3 Partial 13 Train Sex E/Oper-Rest Foreign 5 Unknow 2 Male 77 Other

Figure 46. Image. Page 1 of Florida Crash Report for example 1.

Contri	buting Caus	es - Drive	er/Ped	Vehicle [)efec	rt	T	Vehic	le Move	ment	
01 No Improper D		1	2 3	01 No Defects 1 2 3		01 Straight		1	2 3		
02 Careless Drivin			2 3	02 Def. Brakes				/ Stopped /		$\overline{}$	
03 Failed to Yield	Contract Con			03 Worn/Smooth Tires	1	1	Stalled	, otoppen,	1	5	
04 Improper Back	The state of the s	1	3	04 Defective/Improper	_		03 Making	Left Tum			
05 Improper Turn	9			Lights			04 Backing		11 Pa	essing	
06 Alcohol-Under	Influence			05 Puncture/Blowout			05 Making			iverless or	
07 Drugs-Under In				06 Steering Mech.	77	All Other	06 Changir			vay Veh.	
08 Alcohol & Drug		. —		07 Windshield Wipers		(Explain				Other	
09 Followed Too		<u> </u>		08 Equipment/Vehicle		,	Parking Sp			Explain)	
11 Disregarded S				Defect			08 Imprope		9.	_npiani,	
12 Exceeded Safe		19 Imprope	Load								
13 Disregarded To		20 Disregal		Vehicle Specia	I Fu	nctions	Location	on Type	Locati	on on Road	dway
14 Failed to Maint		Traffic C		1 None	1	2 3	1 Primarily		1 On road		
15 Improper Pass			Wrong Side/Way	2 Farm			Business		2 Not on Re	oad 1	2 3
16 Drove Left of C	And the second s	22 Fleeing		3 Police Pursuit	1	1	2 Primarily		3 Shoulder		
17 Exceeded Stat		23 Vehicle			ergen	cy Oper.	Residential		4 Median	1	1
18 Obstructing Tra	23027 300	77 Other		6 Construction/Mainten		2000000000	3 Open Co		5 Turn Lane	, —	•
To Obstructing III	Pedestrian	19-10/09/00/00/00		Road System Identi		Road	Surface		ondition	Road St	ırface
01 Crossing Not a		1	2 3	01 Interstate		01 Dry	1000	01 Daylight	orialion.	Typ	
02 Crossing at Mi		1 2 2 2 2 2		02 U.S.	ī	02 Wet	1	02 Dusk		01 Slag /Grav	
03 Crossing at Int				03 State 4		03 Slippe	,,, <u>—</u>	03 Dawn	1	02 Blacktop	oi / Oiloile
04 Walking along				04 County		04 lcy	77 Other	04 Dark (St	reet Light)	03 Brick / Blo	rk
05 Walking Along			anding in	05 Local	ı				rk (No	04 Concrete	``` —
06 Working on Ve			strian Island	06 Turnpike/Toll		Wea	ther 2		eet Light)	05 Dirt	2
07 Other Working		0.000	Other	07 Forest Road		01 Clear		Other 88 Ur		77 Other	4
08 Standing/Playi		15,000	known	77 All Other			y 04 Fog	Office co Ci	IMIOWII	// Onlei	
oo otananigii layii	ilg iii rtodd	00 01		st/Subsequent Ha	armf						
01 Collision with N	//V in Transport (F	Rear End)		with Moped	arrin		Collision with	Crash Attenu	uators		
02 Collision with N				n with Train			Collision with			d	
03 Collision with N				n with Animal			MV Hit Other			-	
04 Collision with N				Sign/Sign Post			Collision with			ıd	
05 Collision with N				Utility Pole/Light Pole			MV Ran into D				
06 Collision with N			18 MV Hit	ACC 0000 W 0000		30	Ran Off Road	into Water			
07 Collision with N			19 MV Hit I	Fence		31	Overturned				
08 Collision with F			20 MV Hit	Concrete Barrier Wall		32	Occupant Fell	from Vehicle	9		
09 Collision with N		dwav		Bridge Pier Abutment/Ra	lie		Tractor/Trailer		11		
10 Collision with F		**************************************		Tree/Shrubbery			Fire				
11 Collision with E				w/Construction Barrica	de/Sia		Explosion		First	Subseq	uent
12 Collision with E	2000 T 1000 Company of the contract of the con))		n with Traffic Gates			All Other			19294040415470	
Contributing	g Causes -	Contribu	ting Causes -	Traffic Con	tral		CHAL	ocation	Tro	ffic Chara	ntar
Ro	ad	Environn		Traffic Con	LIOI		Site Li	ocation	IIIa	nic Chara	ster
01 No Defects		01 Vision N	ot Obscured	01 No Control 11 N	o Pass	Zone 01	Not at Interse	ction/	1 Stra	aight Level	20-
02 Obstruction W	ith/ 1	02 Incleme	nt Weather	02 School Zone 77 Al	Othe	r RF	Xing / Bridge		2 Stra	aight -	
Without Warning	10.000	03 Parked/	Stopped Vehicle	03 Traffic Signal		02	At Intersection	, 2	Upgra	ade/Downgrad	e 1
03 Road Under R	epair		ops/Bushes	04 Stop Sign	40	03	Influenced by	Intersection	3 Cur	ve - Level	700 1
/ Construction		05 Load on	Vehicle	05 Yield Sign	10		Driveway Acc		4 Cur	ve-	
04 Loose Surface			Fixed Object	06 Flashing Light		05	Railroad Cros			ade/Downgrad	е
05 Shoulders - So		07 Signs/Bi	llboards 1	07 Railroad Signal	4		Bridge	11 Private F		ype Shou	ldor
06 Holes/Ruts/Un		08 Fog	1	08 Officer / Guard /	7	100.00	Entrance Ran	np 77 Ot	1101		luci
07 Standing Wate		09 Smoke	<u> </u>	Flagmen		0.00	Exit Ramp		1 Pav		- 2
08 Worn/Polish S	urface	10 Glare		09 Posted No U-Turn			Public Parking			paved	1
77 All Other	Page 1982	77 All Othe		10 Special Speed Zone			Private Parkin	ıg Lot	3 Cur		
Violator	FL Statute	Number							Citation	#	
1	316.065	(1)	,	Failed to immediately rep	ort ac	cident to I	aw enforceme	nt			
2	316.123(2xa)		Violation of right of wa	from (stop sign	to inersection				
			1,000	70-07							
Was Investigati	ion Made at Sc	ene? Is In	estigation Con	nplete	Dat	e of Re	port Pho	otos Take	en? Inve	stigating A	gency
X 1 Yes		X	1 Yes			140	20	Yes			
Section 1	•2	-	and the second of the second of the second		2	2/16/9	12 J	No			
2 No, When	er		2 No- Why?					140			

Figure 47. Image. Page 2 of Florida Crash Report for example 1.

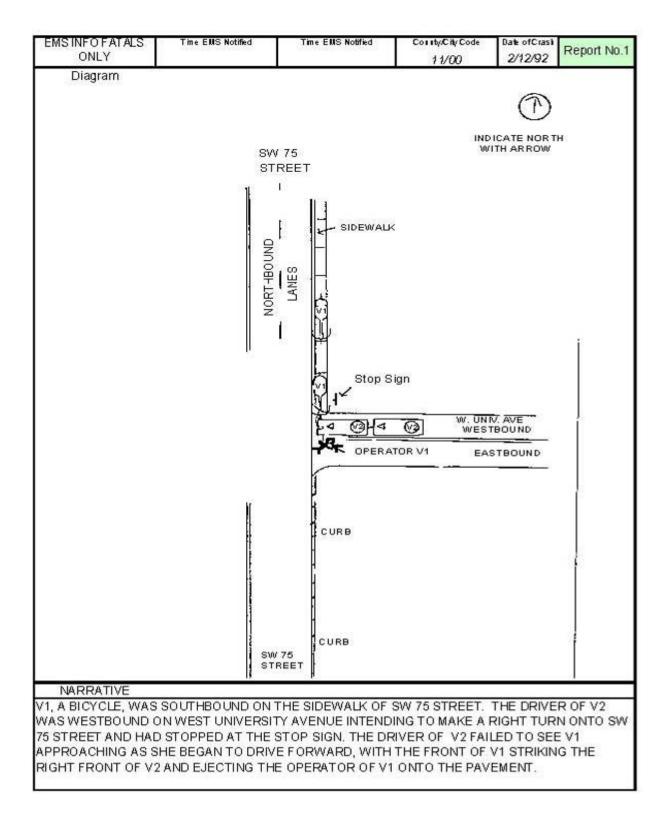


Figure 48. Image. Page 3 of Florida Crash Report for example 1.

As shown in figure 49, click on the *Bicyclist* button to open a bicyclist crash data entry form.

Click on the *Crash Typing* button to begin the crash typing process.

Reminder: The screens that appear in this example are for standard crash typing, which means the group typing option was NOT enabled on the *User* tab in *Preferences*.

Screen 1—Crash Location

In the time and location section of the crash report (on page 1), the location of the crash is given as "SW 75 Street" at the intersection of "W. Univer. Avenue." A review of the descriptions for the location options on the screen leads to the correct choice of *Intersection*. (See figure 50.) Click this graphic to advance to the next screen.



Figure 49. Image. Open a bicyclist crash data entry form then begin the crash typing process.

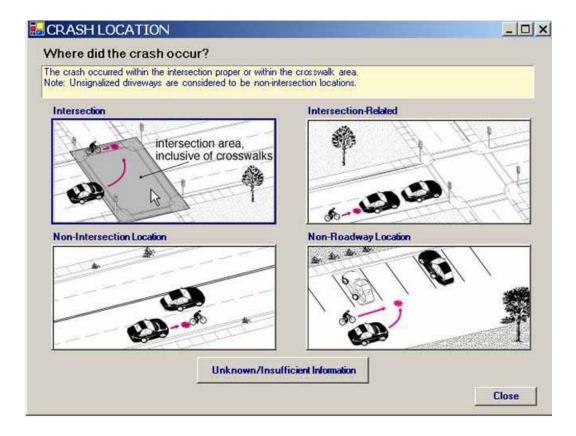


Figure 50. Image. Click on Intersection to indicate where crash occurred.

Screen 2—Bicyclist Position

The next screen asks for the initial position of the bicyclist. The crash report drawing shows the bicyclist (denoted as V1) on the sidewalk. The narrative also notes that the bicyclist "...was southbound on the sidewalk..." Finally, it is noted on page 1 of the crash report that vehicle 1 was traveling on the sidewalk. Thus, the correct answer on this screen is "On a sidewalk, crosswalk, or driveway crossing." Click the radio button next to this text, as shown in figure 51.

Screen 3—Bicyclist Direction

The next screen asks for information related to where the bicyclist was riding just prior to the crash or prior to making a maneuver that caused the crash. From the drawing of the crash, it can be determined that the bicyclist was riding southbound on the sidewalk next to the northbound motor vehicle traffic. Thus. the correct choice on this screen is "Facing traffic." Click the radio button next to this text, as shown in figure 52.

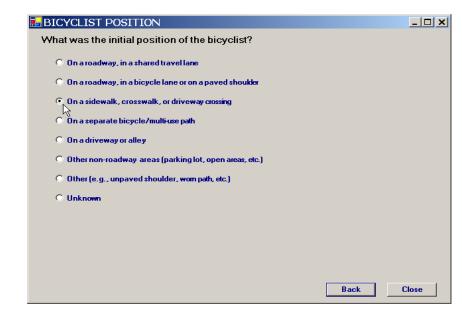


Figure 51. Image. Indicate where the bicyclist was initially positioned.

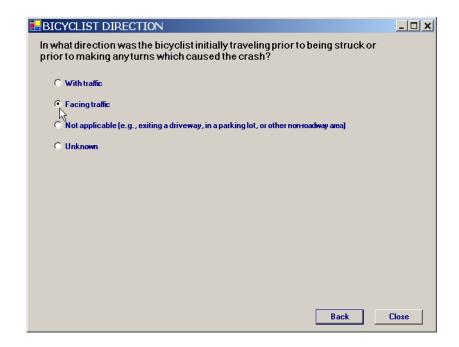


Figure 52. Image. Indicate travel direction of the bicyclist.

Screen 4—Unusual/Specific Circumstances

The next screen asks if the crash was one of several unusual or specific circumstances. After reading the descriptions associated with the five specific crash types on the screen, it is apparent that the correct answer is "None of the Above." As shown in figure 53, click this button to advance to the next screen.

Special Note: In most cases, the answer to this question will be "None of the Above." However, the user should be familiar with each of these unique types of collisions in the event that such a crash does fit the specific circumstances.

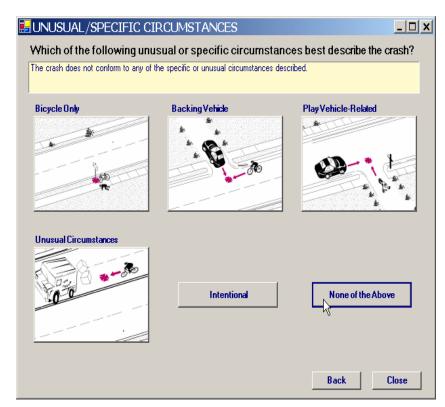


Figure 53. Image. Indicate unusual/specific circumstances.

Screen 5—Initial Approach Paths

The approach paths of the two parties is a major decision point in the crash typing logic. The choices are "Crossing Paths" and "Parallel Paths" and are defined as the paths of the two parties prior to the crash and prior to any turns that caused the crash. In this example, the diagram clearly shows the bicyclist and motorist on intersecting paths. As shown in figure 54, click on any of the crossing path graphics (in blue) to advance to the next screen.



Figure 54. Image. Indicate initial approach paths.

Screen 6—Crossing Path Crash—Intersection

The remaining screens prompt the user with a series of questions about the maneuvers of one or both parties involved or about the characteristics of the site of the crash. The question shown here and the choices available are based on prior choices the fact that the crash occurred at an intersection and that the two parties were on crossing paths. From the narrative and diagram on page 3 of the crash report, "Drive/Ride—

Out/Through" is the

correct choice. Click on

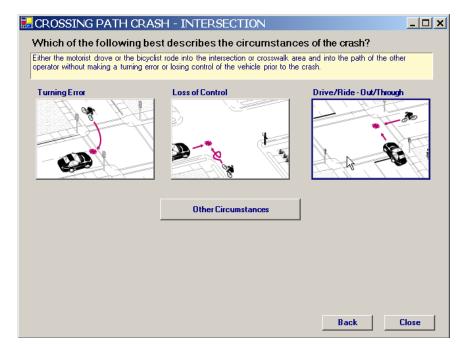


Figure 55. Image. Indicate maneuvers made by the parties. this graphic, as shown in figure 55.

Screen 7—Type of Traffic Control

The next screen asks the user to select the type of traffic control present at the intersection. There is a traffic control variable on page 1 of the crash report form; one of the codes entered is for a stop sign. The diagram on the crash also shows a stop sign. Thus, "Stop signs, yield signs, or flashing signals" is the correct choice. Click on the radio button next to that selection, as shown in figure 56.

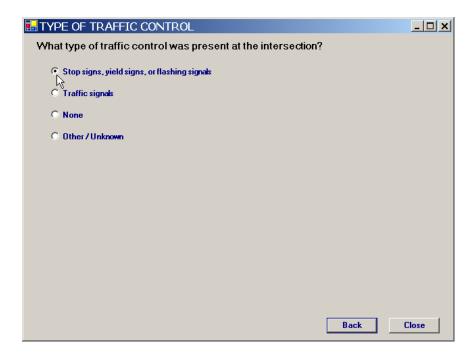


Figure 56. Image. Indicate type of traffic control at the intersection.

The next screen prompts the user for more details on the basis that the crash occurred at a signcontrolled intersection. After reading all the choices carefully and then reading the narrative of the crash report, the correct choice is "Motorist Drive-Out," as shown in figure 57. The key words in the narrative that lead to this decision are that the motorist "...stopped at the stop sign."

Special Note: This is an example of where care must be taken to read the narrative and review the report sketch, as there

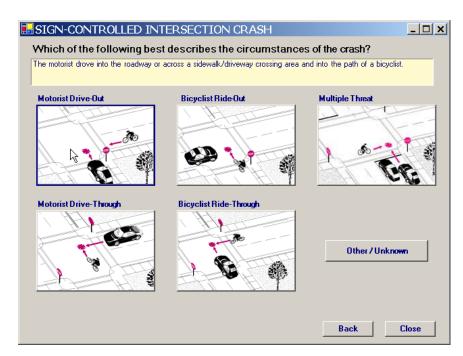


Figure 57. Image. Describe the circumstances of a sign-controlled intersection crash.

are subtle differences in the definitions of "Drive-Out" and Drive-Through."

Screen 9—Crash Typing

The final screen that will appear when all required questions and directives have been answered is the crash typing window, which will include the name and number of the crash type. In this example, the crash type is a "Motorist Drive-Out Sign-Controlled Intersection" crash. Clicking *Change* will return the user to the previous screen and allow the answer to be changed on this screen (or other screens by clicking on the *Back* button).



Figure 58. Image. Enter crash typing data into the entry form.

As shown in figure 58, clicking *Accept* will complete the fields on the data entry form and save the crash typing information in the database.

Completed Crash Typing Fields

The values for the crash typing fields in this example that will appear in the database and on the form (for those fields chosen to be included on the form) are shown in table 1:

Table 1. Values for Crash Typing Fields for Example 1

Field Name	Alias	Value for This Example		
Crash_Location	Crash Location	1		
Crash_Location_Desc	Crash Location Description	Intersection		
Crash_Type_Basic	Crash Type Number	141		
Crash_Type_Description	Crash Type Description	Motorist Drive Out—Sign-		
		Controlled Intersection		
Crash_Type_Expanded	Crash Type Expanded	132141		
Crash_Group_Basic	Crash Group Number	140		
Crash_Group_Description	Crash Group Description	Motorist Failed to Yield— Sign-Controlled Intersection		
Crash_Group_Expanded	Crash Group Expanded	132140		
Bicyclist_Direction	Bicyclist Direction	2		
Bicyclist_Direction_Desc	Bicyclist Direction Position	Facing Traffic		
Bicyclist_Position	Bicyclist Position	3		
Bicyclist_Position_Desc	Bicyclist Position	Sidewalk/Crosswalk/Driveway		
Bicyclisi_Fosilion_Desc	Description	Crossing		

Example 2—Pedestrian Crash (Standard Typing, Location Option Enabled)

This example is from a crash in North Carolina involving a pedestrian and motorist. A police crash report is shown in figures 59, 60, and 61. The first page of the report, figure 59, includes a description of the location, operator (pedestrian and driver) information, and a number of completed fields describing aspects of the location (e.g., type of traffic control) and characteristics of the crash. The second page, figure 60, includes contributing factors, a drawing of the scene and a narrative describing the sequence of events. The third page, figure 61, shows the list of codes for the fields used on the report. Read the narrative, study the drawing, and become familiar with the characteristics of the location and operators involved.

			North C	arolin	a Cras	h Repor	t			
100000000000000000000000000000000000000	ete 1	Day of Week	County		Tim e 17:04	Local Use	/Patrol Area:	1940	PORT NUM	
Month D	ay Year	MONDAY	WAKE	(24	hr. Clock)			and the second	NUMBER	4
o X	sion Occurre In N	d ear	GARNER Municipality	*,,,,,,,		or	м	N S	1.00	Outside Municip.
C on	AVERSBO	200 00	(R.R. Cros	sing #		,	Mar	0	n N	TE.
	lavay Number, or	Highway, Street (# r		_	_			fb intersection)		101
atort		d, indicate on line)			Titou	vard			2	xv
o more	rom	FOREST	DR. N	SE	W	varu	W	ADE AVI	E	
n Uze H	ighway Number.	Street Name, or Adja	cent County or State Line		4.4	Use Highway Nur	nber, Street Name,	or Adjacent Co	unity or State Lin	
Topic I	Vehicle 1		Hit & Run		Vel	100 100 100 100	destrian	Hit & R	0 4	Other
1. Vision			Physical Condition	4	t.: Vision	_		Physical Con	vettine.	045
Obstruction	-	1 -	rigaca Condition	1	Obstructio	n	1 .	P rigarcal Cor	NAME OF THE OWNER, THE	1
3. Intoxicatio	on	f Re	strictions N	one	3. Intoxical	tion	1 R	estrictions		
Veh. Year	-	h. Make	Veh. Type Code		Veh. Year	- Vel	Make	Ven_Typ	e Code	
	88	FORD	Tell Type Cook	P	1000		- mana	1401-140		
-		es No	- i		1 -	Ye	s No	-9 4-	1.00	
Commercial	l Vehicle	X To	aller Type Code		Commerci	al Vehicle		ailer Type Co	de	
Air Bag Dep	stayed	x 1st	Trailer No. of Axles		Air Bag D	eployed	1s	t Trailer No.	of Axies	
Passe	enger.	×	Width	inches	Pas	senger		Width		inches
Vehicle Driv			Length	feet	Vehicle Dr	iveable	\perp	Length		feet
Post Cresh	File	X 2n	d Trailer No. of Axies		Post Crass	h File	20	d Trailer No.	of Axies	
Rollover		×	Width	inches		020.000	→ 	Width		inches
Hazardous	C. 10 (1)	- ×	Length	feet	Hazardour		+ $-$	Length		tent
Spille	1111	_	TAD Non		Spill		+ 1-1	TAD _		
Crossed Me			I. Damage \$	Olean De	Crossed M			d.Damage S		16.0
			TIONS: Give iNjury ccupied (see codes		mHeimei	Usage, Race	sisex and Ag	e or all oc	cupants in	me
Space co	in cupation,		river 1	ar top /	T	1	Driver 2, P	edestrian.	Other	
Seat	4. Inj. Clas			Age	Seat	4. Inj. Clas			Race/Sex	Age
Let Front	0	3	W/F	26	Left Front	C	N/A		B/F	25
Center		_		-	Center		-	-		1000
Front					Front					
Right Front	0	3	W/M	3	Right Fron	đ				
Led Front	0	4	W/M	6 man.	Left Front					
Center		+	7/00/07/		Center	1		_	_	
Rear					Rear					
Right Rear		1			Right Res	r				
Total No. O	coupants	3	Total Number Injured	0	Total No.	Decupants	MA	Total Nur	n ber Injured	1
Am bulance	Requested	Yes	If yes, Ambulance Arri	ved At	*.SXIIICX	D-0.10.40.40	(24 Hour Clock	k)		
Injured Take	eto	Cone Hospital	1200 N. Elm St. Gree	nsbora	Serviced b	ly.	- 1			
Point	ts of			r r www.co.cz		Distriction of	OWNERS CO.			
Initial C		20 19	19 713	12/1 20	19	36 38	lin	1	30	3
(write in		F-17	Ped / 9	- 15-	7		1.20.	*******	L _	· · ·
Veh_1	Veh 2 1	1014 11	915	Ž	16	40	25.	27	3	30 20
1	Ped *.		7	Ayd -	44.J-	~	- Mary	444.144	28	11111111
2	**	·/ 1 1 1 1	7 1 100	19/1 1	013	31 1 35	1.25	*	-44	178
		Passenger Cars			Tractor-T		Mo		ycle, or Mopi	
Accil	T V	eh. 1 Veh. 2	B. No Contact 2: Underneath: 22. Fro			wn Ros	dway Inforn		Road Defects Road	
Sequ 6. Vehicle M		or Ped.	Cincernegui, 22, Fit			Veh. 2 11 Loc		4%	ondtion	7
Ped Action	or a service of the service of	8 17	Later-to-transport to the	4	ven. 1	or Ped. 12.De	relopment Type	2 21	Light	1
7. First Harn 7. Most Harn		6	Speed Limit (each vehicle		35		d Feature ad Character		ondition 2. Weather	1
8. Object Str		6 6	Estimated Original Trave Speed	ang.	0		d Character d Class		Traffic	
9. Distance		8	Estimated Speed at Impo		4	16. Nur	nber of Lanes		ontrol	4
Struck 10 Vehicle I	Datecta	0	Tire in pression Before in Distance Traveled After		0	17. Roi	d Config.	2	Operating?	· Y

Figure 59. Image. Page 1 of North Carolina Crash Report for example 2.

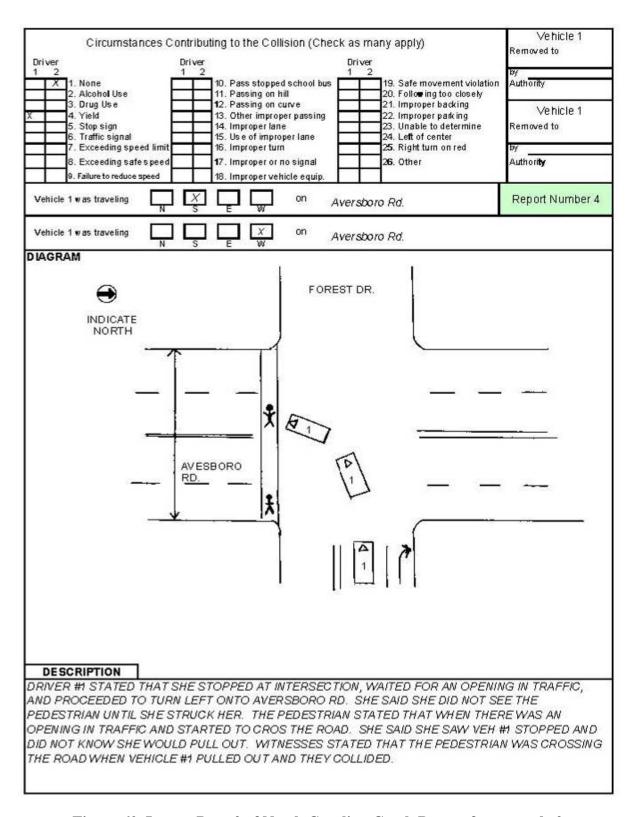


Figure 60. Image. Page 2 of North Carolina Crash Report for example 2.

Codes for North Carolina Collision Report Forms

6. Vehicle Maneuver/	7. Fir	rst Harmful Event:	8.	OBJECT STRUCK (exclu	ding	28. Catch	basin or culvert	
Pedestrian Action:		RAN OFF ROAD		another MV in traffic	North Contract	on shoulder		
VEHICLE 1. Right				1. None			basin or culvert in	
1. Stopped in travel lane 2. Left			Parked vehicle		median	boom of survive in		
		3. Straight ahead		3. Bicycle, mpped		30. Ditch t	nank	
3. Parked in travel lanes		NON-COLLISION		Pedestrian		31 Mailbo		
4. Going straight ahead	29030	4. Overturn		5. Animal			or fence post	
5. Changing lanes or mer	ging	5. Other		8. Tree			ruction barrier	
6. Passing		COLLISION OF MV	WITH	7. Utility pole (with or		34 Crash		
7. Making right turn		6. Pedestrian		8 Luminaire pole (non	-breakaway)	35. Other	object (Write in	
8, Making left tum		7. Parked vehicle		9 Luminaire pole (bre	akaway)	narrative)		
9. Making U turn		B. Train		Official highway si	gn	9. DISTANCE TO	O OBJECT STRUCK	
10. Backing		9. Bicycle		(non-breakaway)		1. In road		
11. Slowing or stopping		10 Moped		11. Official highway si	gn (breakaway)	2. Right of	f road, 0-10 ft.	
12. Starting in roadway		11. Animal		12. Commercial sign		3. Right of	froad, 11-30 ft.	
13. Parking		12. Fixed object		13. Guardrail end on s	shoulder	4. Right of	road, over 30 ft.	
14, Leaving parked positi	on	13. Other object		14. Guardrail face on	shoulder	5. Left of r	oad, 0-10 ft.	
15. Avoiding object in roa		COLLISION OF MV		15 Guardrail end in m			oad, 11-30 ft.	
16. Other (describe)	36	WITH ANOTHER VE	HICLE	16. Guardrail face in r			oad, over 30 ft.	
PEDESTRIAN		14. Rear end, slow o		Non-Guardrail:	neuran	8. None of		
	keg i		swp					
17. Crossing at intersection		15. Rear end, turn	- Comm	17, Shoulder b			t ahead, 0-10 ft.	
18 Crossing not at. inters		16. Left turn, same re		18. Shoulder barrier face		10. Straight ahead, 11 -30 ft.		
	arked vehicle	e 17. Left turn, different roadways		19. Median barrier end		11. Straight ahead, over 30 ft.		
20. Walking with traffic		18. Right turn same roadway		20 Median ban	ier face	10. VEHICLE DEFECTS		
21. Walking against traffic		Right tum, different roadways		21, Bridge rail end		I Defective brakes		
22. Getting on or off vehicle		20. Head on		22. Bridge rail face		2 Defective headlights		
23. Standing in road		21. Sideswipe		23. Overhead part of underpass		3. Defective rearlights		
24, Working in road		22. Angle		24. Pier on shoulder of underpass		4 Detective steering		
25. Playing in road		23. Backing		25. Pier in median of underpass		Defective tires		
26. Lying in road				26. Abutment (supporting		6 Other de	efects	
27. Other in road				wall of underpass)		7. Not kno	wn if defective	
28. Not in road				27. Curb, median or tr	affic island	8 No defe	cts detected	
. Vision Obstruction	5. Drin	kingno test	4. Driveway p		17. Road config	TURNING SECON PROPERTY	21. Light Condition	
. None	4. INJURY CI	ASS	5. Alley Inter	section	1. Undivided, one		1. Daylight	
. Vehicle windows	K-Kille	00		n of roadways	Undivided, two	ı-way	2. Dusk	
. Trees, crops, brush, etc.	520000000000000000000000000000000000000	pacitating		ection median crossing	3. Divided		3. Dawn	
. Building(s) . Embankment	145.000000000000000000000000000000000000	ncapacitating		ginning of divided highway	 Road Surfac Concrete 	e	 Darkness (street lighted) Darkness (not street lighter 	
. Sign(s)	C-No v	risible-But complaint	Interchange ramp Interchange service road		2. Grooved concrete		22. Weather	
. Hillcrest	O-No i	njury	11. Railroad crossing		3. Smooth Asphalt		1. Clear	
. Parked Vehicle(s)	5. Belt/Helme		12. Tunnel		4. Coarse Asphalt		2. Cloudy	
. Moving Vehicle(s)		e or not used	13. Other (write in narrative)		5. Gravel		3. Raining	
0. Bllinded, headlights	2. Lap		14. No special feature		6.Sand 7. Soil		4. Snowing	
Blinded, sunlight Blinded, ether lights		and shoulder d restraint system		Road Character			5. Fog, smog, smoke, dust	
Blinded, other lights Other (write in narrative)		25		Straight, level 8. 0 Staight, hillcrest 19.			Sleet or hail Traffic Control	
4. Unknown		storcycle, Helmet in				l on surface	1. Stop sign	
			Straight, grade Straight, bottom (sag)		its	2. Yield sign		
I. Normal 11. Locality 5. C			5. Curve, level		27	3. Stop and go signal		
. 111			6. Curve, hill		4. Soft shoulders		Flashing signal with stop si	
, Fatigued			7. Curve, gra				Flashing signal without	
		B. Curve, bot		Under construction with defects No defects		stop sign		
Impairment due to nedicine alcohol, or drugs			15. Road Cla 1. Interstate	455		ction on defects	RR gate and flasherRR Flasher	
		2. U.S. Route	e	8. Under construction, no defects 20. Road Condition		8. RR crossbucks only		
Restriction not compiled with	3. Commercia		3. N.C. Route		1. Dry		9. Human control	
Condition not known	4. Institutiona	Ü.	4. State seco		2. Wet		10. Other (write in narrative)	
INTOXICATION	5. Industrial		Local street		3. Muddy		11. No control present	
. Had not been drinking	13. Road Fea	iture		6. Public vehicular area 4.				
. Drinkingtest given . Drinkingtest refused	Bridge Underpace		 Private road, property or driveway Number of Lanes 		5. Icy 8. Other (write in narrative)			
. Diriking—test reluseu	UnderpassDriveway F		io. Nulliper	VI LATIES	o - Oniei (write in	nanauve)		

Figure 61. Image. Page 3 of North Carolina Crash Report for example 2.

As shown in figure 62, click on the *Pedestrian* button to open a pedestrian crash data entry form. Then click on the *Crash Typing* button to begin the crash typing process.

Reminder: The screens that appear in this example are for standard crash typing, which means the group typing option was NOT enabled on the *User* tab in *Preferences*.

Screen 1—Crash Location

In the time and location section of the crash report (page 1), the location of the crash is given as "Aversboro Rd" 0 feet from "Forest Dr." The crash report drawing shows the collision occurred within an intersection. A review of the

descriptions for the location options on the screen leads to the correct choice of *Intersection*, as shown in figure 63. Click this graphic to advance to the next screen.

Special Note: Pay attention to the notes in the descriptions to correctly assign the location.



Figure 62. Images. Pedestrian crash data entry forms.

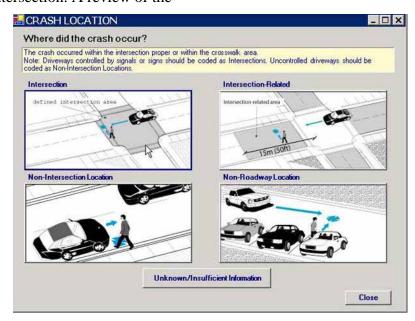


Figure 63. Image. Indicate where the crash occurred.

Screen 2—Pedestrian Position—Intersection or Intersection-Related

The next screen asks for the initial position of the bicyclist. The crash report drawing shows the pedestrian in the crosswalk when struck. Thus, the correct answer on this screen is "Within a crosswalk, marked or unmarked." Click the radio button next to this text, as shown in figure 64.

Special Note: The choices shown on this screen are a function of the location selected on the previous screen.

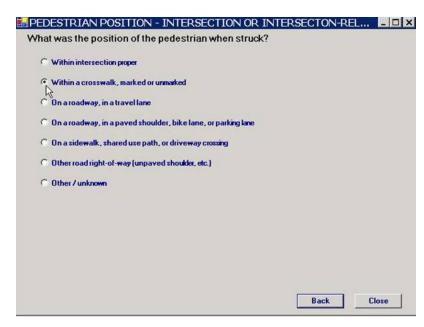


Figure 64. Image. Indicate position of pedestrian when struck.

Screen 3—Motorist Initial Direction of Travel

With the *Pedestrian* Location option enabled, the next four screens ask for specific information about the travel directions and maneuvers of the motorist and pedestrian. The first directive requires the initial travel direction of the motorist. From the crash report drawing, it can be determined that the motorist was traveling "Westbound." Click this button, as shown in figure 65.

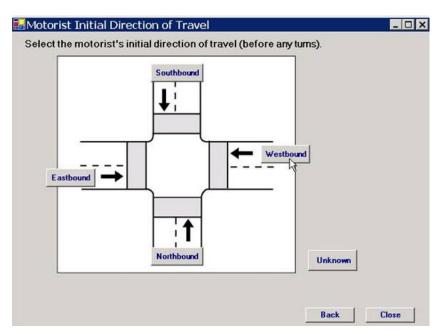


Figure 65. Image. Indicate initial direction of travel of the motorist.

Screen 4—Motorist Maneuver

On this screen, select the maneuver being made by the motorist at the time of the collision. The crash report drawing indicates that the motorist was making a left turn. Thus, the correct choice is "Left turn," as shown in figure 66. Click this button to advance to the next screen.

Screen 5—Motorist Turning Left—Leg of Intersection Where Crash Occurred

The next directive requires the user to select the correct leg of the intersection where the crash occurred. The choices, regardless of the motorist maneuver, will always be "Nearside" and "Farside." From the crash report drawing, it is evident that the correct choice in this example is "Farside, as shown in figure 67." Click this button to advance to the next screen.

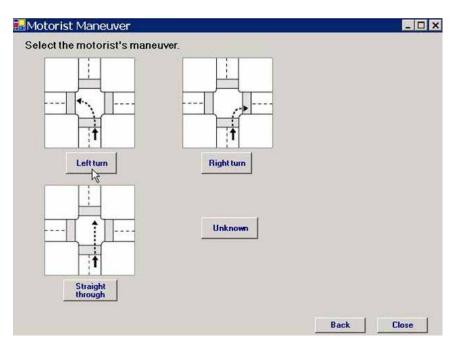


Figure 66. Image. Indicate the motorist maneuver.

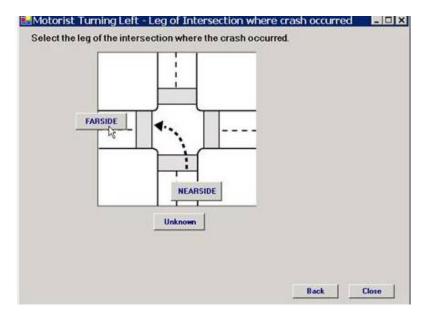


Figure 67. Image. Indicate where the crash occurred at the intersection.

The final screen with the Pedestrian Location option enabled requires the user to select the scenario that best describes the direction of travel of the pedestrian and indicates whether the pedestrian was in or out of the crosswalk. A review of the crash report drawing indicates the best choice is the first graphic (denoted as 11a in figure 68). The pedestrian was traveling in the same direction as the motorist and was in the crosswalk. Click this button to advance to the next screen.

Screen 7—Unusual Circumstances Crash

The next screen asks if the crash was one of several unusual circumstances. After reading the descriptions associated with the seven specific crash types on the screen, it is apparent that the correct answer is "None of the Above," as shown in figure 69. Click this button to advance to the next screen.

Special Note: This screen and the next two screens ask questions about very unusual circumstances or very specific actions or vehicle types. In most cases, the answers

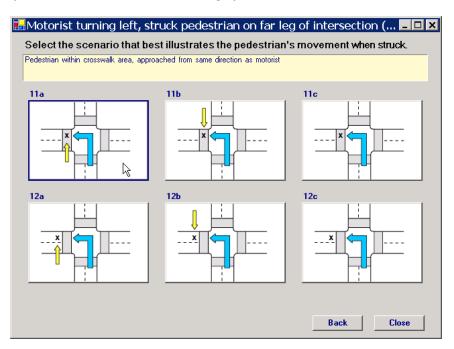


Figure 68. Image. Select the scenario that illustrates the pedestrian's movement when struck.

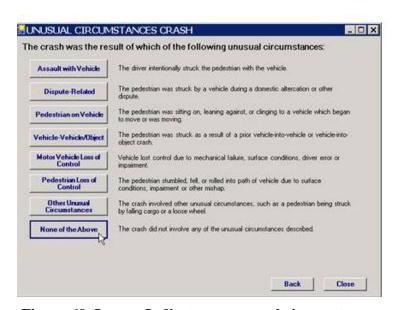


Figure 69. Image. Indicate no unusual circumstances.

to these questions will be "None of the Above." However, the user should be familiar with each of these unique types of collisions in the event that such a crash does fit the circumstances described.

Screen 8—Unusual Vehicle Type/Vehicle Action Crash

The next screen asks whether the crash involved a unique vehicle action (e.g., backing vehicle) or a specific type of vehicle (e.g., disabled vehicle). After reviewing the descriptions, the correct choice is "None of the Above," as shown in figure 70. Click this button to advance to the next screen.

Screen 9—Unusual Pedestrian Action Crash

The next screen asks whether the pedestrian was performing one of six unique actions. These actions are very specific and either related to specific type of vehicle (e.g., buses) or a specific maneuver (e.g., crossing to/from a mailbox). In this example, the crossing was a normal street crossing that did not fall into any of these unique categories. Thus, the correct choice is "None of the Above," As shown in figure 71. Click this button to advance to the next screen.



Figure 70. Image. Indicate no unusual vehicle types or vehicle actions.

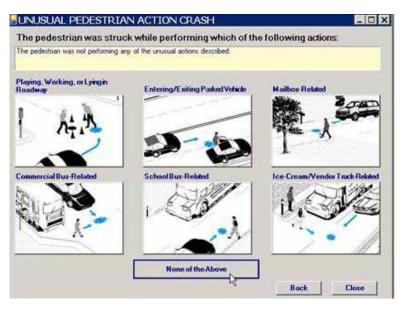


Figure 71. Image. Indicate no unusual pedestrian action.

Screen 10—Intersection Crash—Typical Pedestrian Action

The next screen asks about the pedestrian action at the time of the crash. The majority of pedestrian crashes will fall into one of these four actions. The narrative of the crash report includes a statement from the pedestrian that "...there was an opening in traffic and [she] started to cross the road." Thus, the correct choice is "Crossing the Roadway or In the Roadway," as shown in figure 72. Click this graphic to advance to the next screen.

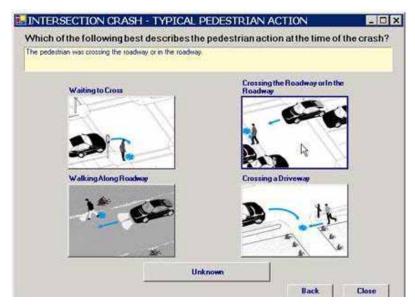


Figure 72. Image. Describe the typical pedestrian action in the crash.

Screen 11—Crossing/In the Roadway—Intersection

The next screen describes five specific scenarios involving a crossing pedestrian. Read each one carefully. From the crash report drawing and narrative, it is clear that the motorist was turning at the time of the collision. Thus, the correct choice is "Turn/Merge," as shown in figure 73. Click on this graphic to advance to the next screen.

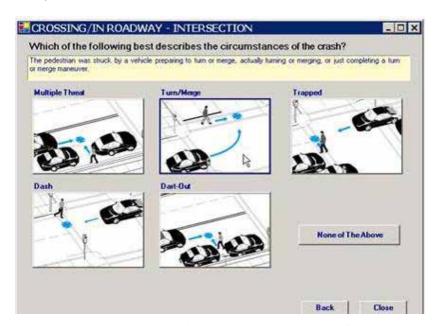


Figure 73. Image. Describe the circumstances of the crash.

Screen 12—Turn/Merge—Intersection

The next screen asks for more detail about the paths of the parties involved in the turn-merge crash. The narrative describes, and the crash report drawing shows, that the parties were on parallel paths prior to the collision. The drawing also shows that the motorist turned left and struck the crossing pedestrian. The correct choice is "Left Turn-Parallel Paths," as shown in figure 74. Click this graphic to advance to the next screen.

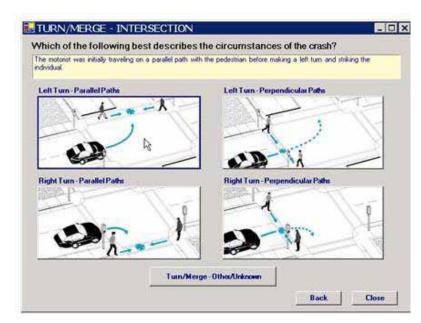


Figure 74. Image. Describe the circumstances of the crash in more detail.

Screen 13—Crash Typing

The final screen that will appear when all required questions and directives have been answered is the crash typing window, which will include the name and number of the crash type. (See figure 75.) In this example, the crash type is "Motorist Left Turn—Parallel Paths." Clicking *Change* will return the user to the previous screen and allow the answer to be changed on this screen (or other screens by clicking on the *Back* button). Clicking *Accept* will complete the fields on the data entry

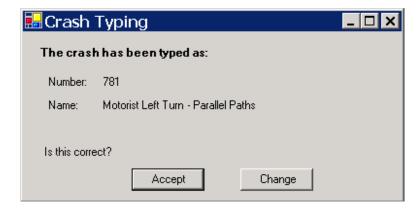


Figure 75. Image. Enter crash typing data into data entry form.

form and save the crash typing information in the database.

Completed Crash Typing Fields

The values for the crash typing fields in this example that will appear in the database and on the form (for those fields chosen to be included on the form) are shown in table 2.

Table 2. Values for Crash Typing Fields for Example 2

Field Name	Alias	Value for this Example		
Crash_Location	Crash Location	1		
Crash_Location_Desc	Crash Location Description	Intersection		
Crash_Type_Basic	Crash Type Number	781		
Crash_Type_Description	Crash Type Description	Motorist Left Turn—Parallel Paths		
Crash_Type_Expanded	Crash Type Expanded	12781		
Crash_Group_Basic	Crash Group Number	790		
Crash_Group_Description	Crash Group Description	Crossing Roadway—Vehicle Turning		
Crash_Group_Expanded	Crash Group Expanded	12790		
Location Option Fields				
Leg_Intersection	Leg Intersection	Far		
Motorist_Direction	Motorist Direction	West		
Motorist_Maneuver	Motorist Maneuver	Left Turn		
Pedestrian_Direction	Pedestrian Direction	West		
Pedestrian_Position	Pedestrian Position	2		
Pedestrian_Position_Desc	Pedestrian Position Description	Crosswalk area		
Scenario	Scenario	11a		

Example 3—Bicyclist Crash (Group Typing)

This example makes use of the Florida bicyclist crash report used in example 1, but employs the group typing option. This option is set on the *Data Sources* tab in *Preferences*. As shown in figure 76, click on the box next to the text "Enable Group Typing for Bicyclist Crashes" to turn on this option. *Save* this change and *Exit* the *Preferences* window.



Figure 76. Image. Enable group typing for bicyclist crashes.

With the correct options set in *Preferences*, open a bicyclist crash data entry form with a click on the *Bicyclist* button. Click on the *Crash Typing* button to begin the crash typing process. (See figure 77.) These steps are the same regardless of the crash typing options selected.

The first three screens that appear with group typing enabled are the same as the ones that appear with standard group typing. From reviewing the crash report and the example 1 responses, the correct choices are as follows:

Screen 1—Crash Location: Intersection

Screen 2—*Bicyclist Position:* On a Sidewalk, Crosswalk, or Driveway Crossing

Screen 3—Bicyclist Direction: Facing Traffic

Screen 4—Initial Approach Paths

The next screen that appears asks about the approach paths of the two parties involved in the collision. This is the same question that is asked within the standard typing option and is still a major decision point in the crash typing logic. The choices are "crossing paths" and "parallel paths" and are defined as the paths of the two parties prior to the crash and prior to any turns that caused the crash. In this example, the crash report drawing clearly shows the bicyclist and motorist on intersecting paths. As shown in figure 78, click on any of the



Figure 77. Image. Open a bicyclist crash data entry form then begin the crash typing process.

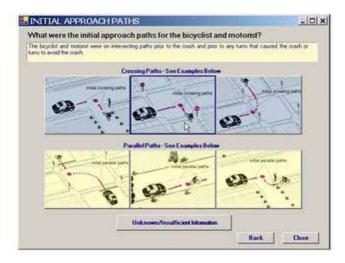


Figure 78. Image. Indicate initial approach paths for bicyclist and motorist.

crossing path graphics (in blue) to advance to the next screen.

Screen 5—Intersection Crashes—Crossing Paths

The next screen presents five options to describe the circumstances of the crash. After reading the options and reviewing the crash report narrative and drawing, the correct choice is determined to be "Motorist Failed to Yield—Sign-Controlled Intersection," as shown in figure 79. Click on this button to advance to the next screen.

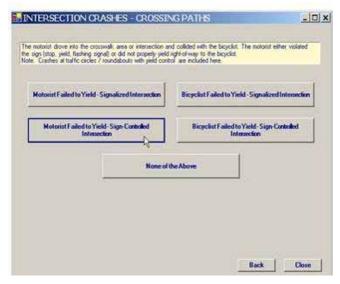


Figure 79. Image. Describe the circumstances of the crash in this case.

Screen 6—Crash Typing

The final screen that will appear when all required questions and directives have been answered is the crash typing window. With group typing enabled, the answer will include the name and number of the crash group. In this example, the crash group is "Motorist Failed to Yield—Sign-Controlled Intersection." (See figure 80.) Clicking *Change* will return the user



Figure 80. Image. Enter crash typing data into form.

to the previous screen and allow the answer to be changed on this screen (or other screens by clicking on the *Back* button). Clicking *Accept* will complete the fields on the data entry form and save the crash typing information in the database.

Completed Crash Typing Fields

The values for the crash typing fields in this example that will appear in the database and on the form (for those fields chosen to be included on the form) are in table 3.

Table 3. Values for Crash Typing Fields for Example 3

Field Name	Alias	Value for this Example	
Crash_Location	Crash Location	1	
Crash_Location_Desc	Crash Location Description	Intersection	
Crash_Type_Basic	Crash Type Number	These fields will not be filled	
Crash_Type_Description	Crash Type Description	when the group typing option	
Crash_Type_Expanded	Crash Type Expanded	is enabled.	
Crash_Group_Basic	Crash Group Number	140	
C 1 C D	Crash Group Description	Motorist Failed to Yield—	
Crash_Group_Description	Clash Gloup Description	Sign-Controlled Intersection	
Crash_Group_Expanded	Crash Group Expanded	132140	
Bicyclist_Direction	Bicyclist Direction	2	
Bicyclist_Direction_Desc	Bicyclist Direction Position	Facing Traffic	
Bicyclist_Position	Bicyclist Position	3	
D' l' D '' D	Bicyclist Position	Sidewalk/Crosswalk/Driveway	
Bicyclist_Position_Desc	Description	Crossing	

Special Note: Group typing will result in fewer screens and questions or directives that must be answered. In this example, three fewer screens appeared with group typing enabled. The small time savings that result with group typing may not outweigh the advantages of having additional details about crashes that standard crash typing provides. The user needs to be familiar with both options and assess the advantages of each.

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CHAPTER 7. ANALYSIS REPORTS

PBCAT provides limited analysis functions within the software for production of simple data summaries. Analysis options are available through the *Reports* menu. (See figure 81.) Additionally, any reports created may be exported to Excel with the click of a button for additional analyses or the creation of graphics. For more sophisticated analyses, the entire database can be exported to another software application. (See chapter 8.)



Figure 81. Image. Select analysis options.

CRASH TYPE FREQUENCY

Crash type frequency reports may be created by selecting this option in the *Reports* menu. The report produced from this analysis includes a count of crashes by either crash type or crash group. The steps to create this type of report are as follows:

(1) Select the *Data Source*. This step includes selecting the database from the list of available databases in the dropdown list and choosing the data type (either pedestrian or bicyclist). The database shown when the reports window appears will be the default database that was set in Preferences.

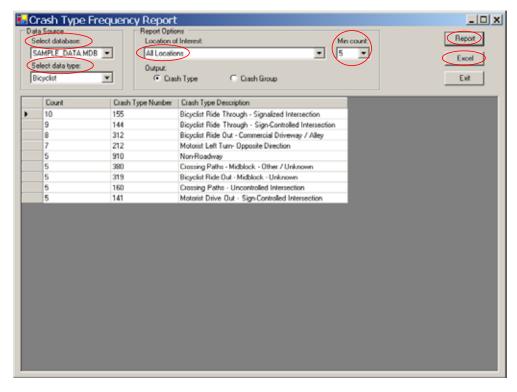


Figure 82. Image. Produce a list of crash types or crash groups in order of frequency.

- (2) Set the *Report Options*. The user has several options for the report being produced. First, choose the *Location of Interest*. Reports may be produced for all locations, intersections and intersection-related locations, nonintersection locations, or nonroadway locations. Next, set the *Min count* value, which will be the threshold that must be met in order for a crash type or crash group to be included in the table. As shown in figure 82, a minimum of five crashes were required for any given crash type. Finally, specify whether the results should be produced for individual crash types or for crash groups.
- (3) After specifying the report parameters, click *Report* to produce the table.
- (4) If desired, click the *Excel* button to export the results to an Excel workbook.

TABLES AND GRAPHS

To create single-variable tables or cross-tabulations of two variables, select the *Tables and Graphs* option from the *Reports* menu. The steps for creating customized tables or charts are shown in figure 83. All but the last step are done on the *Data Selection* tab. The last step is done on the *Crash Type* tab.

(1) Select the *Data Source*. This step includes selecting the database from the list of available databases in the dropdown list and choosing the data type (either pedestrian or bicyclist). The database shown when the reports window appears will be the default database that was set in *Preferences*.

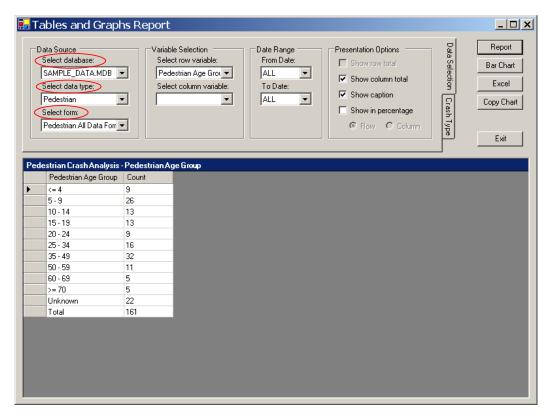


Figure 83. Image. Produce single-variable and multivariate tables.

- (2) Make the *Variable Selection*. For a single-variable (one-way) table, choose a row variable only. For two-way tables, choose a row variable and a column variable. The variables available will be those present on the form selected in step 1.
- (3) Specify a date range (month/year in the dropdown list) if desired.
- (4) Choose other *Presentation Options*, such as row and column totals, captions, and percentages (either row or column).
- (5) Click on the *Crash Type* tab if the report should only be produced for a specific set of crash types or crash groups. **Note:** the default setting will include all crashes in the database, irrespective of the crash type or crash group. However, there may be times when a user wants to look specifically at a characteristic (such as age) for a certain type of crash.
- (6) After specifying the report parameters, click *Report* to produce the table. For one-way tables, a graphical presentation of the report can be produced by clicking *Bar Chart*. To return to the table, click *Report* a second time.
- (7) If desired, click the *Excel* button to export the results to an Excel workbook.

EXAMPLES

Following are two examples that illustrate report production. One of the databases installed with the PBCAT application is named SAMPLE_DATA.MDB. The user is encouraged to use this database and experiment with creating reports.

Example 1—Bicyclist Crashes—Light Conditions

- Step 1: Set *Data Source* parameters. Using each dropdown list, set database to "SAMPLE_DATA.MDB," data type to "Bicyclist," and form to "Bicyclist All Data Form."
- Step 2: Make the *Variable Selection*. Choose "Light Conditions" from the dropdown list as the row variable. Leave the column variable blank.
- Step 3: Specify *Date Range*. Be sure the date entries are set to "All."
- Step 4: Choose the *Presentation Options*. Check "Show column total" and "Show caption."
- Step 5: Produce the report Click the *Report* button. The table shown in figure 84 will appear with the caption showing the type of analysis and variable chosen. The number of crashes in each light condition category is presented in the second column, along with the total.

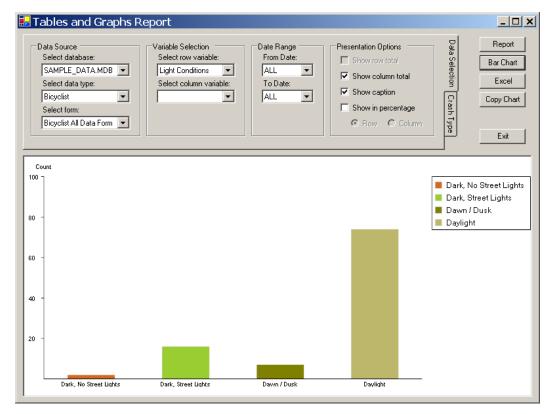


Figure 84. Image. Produce a single-variable table.

Step 6: Produce a graph. Click the *Bar Chart* button to present the results in a graph. (See figure 85.)

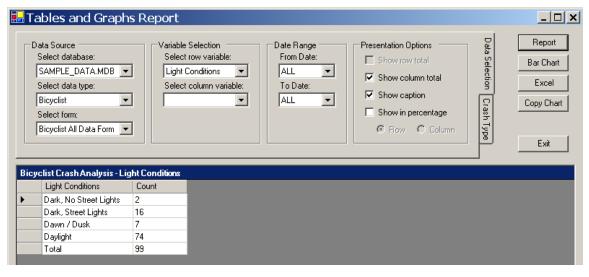


Figure 85. Image. Produce a graph of a single-variable table.

Step 7: Export results. Click *Excel* to export the results to a Microsoft Excel workbook. (See figure 86.)

Example 2—Pedestrian Crashes—Crash Types and Pedestrian Age

Step 1: Set *Data Source* parameters. Using each dropdown list, set database to "SAMPLE_DATA.MDB," data type to "Pedestrian," and form to "Pedestrian All Data Form."

Step 2: Make the *Variable Selection*. Choose "Crash Type Description" from the dropdown list as the row variable. Choose "Pedestrian Age Group" as the column variable. **Note: the age groups used in the report will be those set on the** *Age Groups* **tab in** *Preferences*.

Microsoft Excel - Sheet 1

SnagIt Window

Light Conditions

Dawn / Dusk

Daylight

Total

Dark, No Street Lights

Dark, Street Lights

Edit View Insert

Format

B

16

74

99

Count

Eile

D12

3

6



Step 4: Choose the *Presentation Options*. Check "Show row total," "Show column total," and "Show caption."

Step 5: Produce report. Click the *Report* button. The table shown in figure 87 will appear with the caption showing the type of analysis and variables chosen. The number of crashes for each crash type is shown as distributed across the age groups. Totals are shown for both rows (each crash type) and columns (each age group).

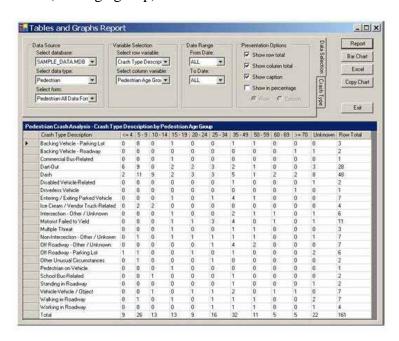


Figure 87. Image. Produce a multivariate table.

Step 6: Change *Presentation Options*. Check the "Show in percentage" box and click on the "Column" radio button.

Step 7: Produce new report. Click the *Report* button to produce the report shown in figure 88. The table will appear as before with the caption showing the type of analysis and variables chosen. However, the cells will be filled with column percentages as opposed to frequencies.

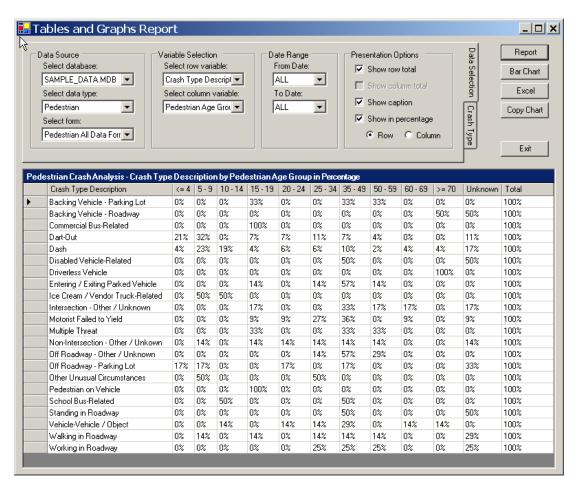


Figure 88. Image. Present results as percentages.

CHAPTER 8. DATABASE OPTIONS

PBCAT allows the user to export a database for use in other applications or import a database that was created in Version 1.0 of the software. These options are accessed from the *Database* menu. (See figure 89.)



Figure 89. Image. Import and export data.

IMPORT A DATABASE

The import function is designed to import a database that was created in Version 1.0 of the PBCAT software. Selecting *Import* from the *Database* menu produces the window shown in figure 90. The steps for importing are as follows:

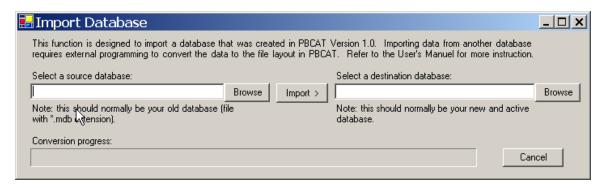


Figure 90. Image. Import a PBCAT Version 1.0 database.

Step 1: Select the *source database*. Click the *Browse* button to open a window to search for and select the Version 1.0 database. (See figure 91.) Click *Open*, and the path and file name will be entered on the *Import Database* window.

Step 2: Select the *destination database*. Click the *Browse* button to open a window and enter a name for the converted file within the desired folder. Click *Save*, and the path and file name will be entered on the *Import Database* window.



Figure 91. Image. Select the database to be imported.

Step 3: Import the database. Click *Import* to begin the conversion process. A status bar at the bottom of the window shows the progress of the conversion. When done, a message will appear to indicate that the process was completed successfully.

Step 4: Add the database. Once the database has been converted, it must be added to the list of *Available Databases* within *Preferences* before it can be accessed within the application. Refer to the instructions in chapter 4 for more details.

Special Note: Data from other types of crash databases may also be imported into PBCAT. However, such an operation requires a basic understanding of database concepts and structures. The file layout for the PBCAT.MDB database is provided in appendix D for those users who are interested in this type of import operation.

EXPORT A DATABASE

The export feature is designed to assist users in a two ways. First, it allows those users requiring more extensive analysis and reporting options to export the data into Excel or a statistical analysis program. Second, it allows the export of specific variables that can be appended to a larger database. An example of the latter may be the export of the crash report number and the crash type variables, which may then be merged with a State or municipal crash database that already contains all other relevant variables.

Selecting *Export* from the *Database* menu produces a *Database Export* window, as shown in figure 92, which allows the user to customize the information to be exported. The steps for exporting are as follows:

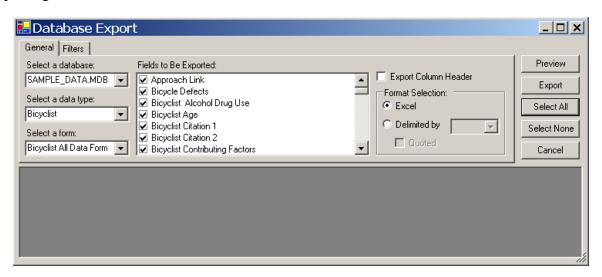


Figure 92. Image. Select database and fields to be exported and choose format.

Step 1: Select the *database* and *data type*. Choose the database and data type to be exported. The data type will either be pedestrian or bicyclist.

Step 2: Select the *form*. Choose the form from the list of available forms in the dropdown list. The fields used in the selected form will be used to populate the list of fields available for export.

- Step 3: Select the *fields to be exported*. Place a check next to all fields that are to be exported. All fields are initially selected. Fields can be deselected by clicking on the box and removing the check. The user can also *Select All* and *Select None* using the buttons on the right side of the window.
- Step 4: Choose header option. Check the box next to *Export Column Header* if the database should be exported with column headers, which are the database field names.
- Step 5: Select the file format. The user defines the type of file to be created upon export by selecting either Excel or a delimited text file with fields separated by either a comma, semicolon, ~, or TAB). The user can also select the *Quoted* option, which will result in quotes being placed around each variable. This option may be required if there are fields being exported in a delimited format that contain the chosen separator.
- Step 6: Preview the file. Prior to exporting the file, the user may view the database to be created by clicking on *Preview*.
- Step 7: Export the file. Click on *Export* to complete the export process. If Excel is chosen as the file format, the data will be exported into an Excel workbook, which can then be saved. If a delimited format is chosen, a window will open requesting the file name to be entered and saved.

CHAPTER 9. COUNTERMEASURES

PBCAT is designed to assist agencies with selecting countermeasures to improve pedestrian and bicyclist safety. The application includes links to two FHWA Web sites that feature a substantial number of countermeasures that may be used to mitigate specific crash types. These Web sites are PEDSAFE—Pedestrian Safety Guide and Countermeasure Selection System⁹ (www.walkinginfo.org/pedsafe) and BIKESAFE—Bicycle Countermeasure Selection System¹⁰ (www.bicyclinginfo.org/bikesafe). (See figure 93.)



Figure 93. Image. Access the PEDSAFE and BIKESAFE Web sites.

These Web sites provide practitioners with the latest information available for improving the safety and mobility of pedestrians and bicyclists. Both sites include interactive tools and are designed to:

- Provide information on countermeasures available for prevention of pedestrian and bicyclist crashes and improving motorist and pedestrian behavior.
- Highlight the purpose, considerations, and cost estimates associated with each countermeasure.
- Provide a decision process to select the most applicable countermeasures for a specific location.
- Provide links to case studies showing various treatments and programs implemented in communities around the country.
- Provide easy access to resources such as statistics, implementation guidance, and reference materials.

A click on either button on the *Countermeasures* window (See figure 94.) will launch the default browser and access the home page for the selected site. Countermeasures are provided for 12 crash groups in PEDSAFE and 13 crash groups in BIKESAFE. Click on the *Crash Type Mapping* buttons (in either HTML or PDF) to view tables showing the relationship between PEDSAFE and BIKESAFE groups and the PBCAT crash types and groups. These tables are also included in appendix H.

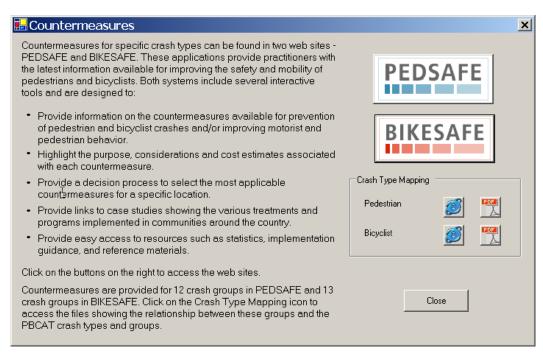


Figure 94. Image. Access the PEDSAFE and BIKESAFE Web sites.

PEDESTRIAN COUNTERMEASURE MATRIX

Within the PEDSAFE application, the countermeasures related to the 12 crash groups are presented in an interactive matrix. (See figure 95.) The 49 countermeasures included on the site are organized into seven categories of treatments as follows:

- Pedestrian Facility Design.
- Roadway Design.
- Intersection Design.
- Traffic Calming.
- Traffic Management.
- Signals and Signs.
- Other Measures.



Figure 95. Image. View countermeasures for 12 pedestrian crash groups.

BICYCLIST COUNTERMEASURE MATRIX

Within the BIKESAFE application, the countermeasures related to the 13 crash groups are presented in an interactive matrix. (See figure 96.) The 50 countermeasures included on the site are organized into nine categories of treatments as follows:

- Shared Roadway.
- On-Road Bike Facilities.
- Intersection Treatments.
- Maintenance.
- Traffic Calming.
- Trails/Mixed-Use Paths.
- Markings, Signs, Signals.
- Education and Enforcement.
- Support Facilities and Programs.

	terme	asure G	roup Jay Jay	Facilities Main	eatment ance	Calmin Trails	Wark Wixed U	se paths	ns, Signal	t tachines and brodiams
Crash Group Coun	Share	on-R	Inter	Wain	Traffi	Trails	Walk	Educ	Supp	ir.
Motorist failed to yield – signalized intersection (initial perpendicular paths).	•		•		•	•	•	•		
 Motorist failed to yield – non-signalized intersection (initial perpendicular paths). 	•		•		•	•	•	•		
 Bicyclist failed to yield – signalized intersection (initial perpendicular paths). 	•		•		•	•	•	•		
Bicyclist failed to yield – non-signalized intersection (initial perpendicular paths).			•		•	•	•	•		
 Motorist drive out – midblock. 	•					•	•	•		
6. Bicyclist ride out – midblock.	•				•	•	•	•		
7. Motorist turned or merged left into path of bicyclist.	•	•	•		•	•	•	•		
Motorist turned or merged right into path of bicyclist (initial parallel paths).	•	•	•		•	•	•	•		
Bicyclist turned or merged left into path of motorist (initial parallel paths).	•		•	•	•	•	•	•		
 Bicyclist turned or merged right into path of motorist (initial parallel paths). 	•	•	•	•	•	•	•	•		
11. Motorist overtaking bicyclist.	•	•		•	•	•	•	•		
12. Bicyclist overtaking motorist.	•	•		•		•	•	•		
 Non-motor vehicle crashes (includes bike only falls, bike- bike, bike-ped, bike-object). 	•			•		•	•	•		

Figure 96. Image. View countermeasures for 13 bicyclist crash groups.

COUNTERMEASURE DESCRIPTIONS

A click on a cell in either matrix will produce a list of available countermeasures that may be used to address the problems associated with a specific crash group. A click on the countermeasure itself will produce a detailed description of the treatment that includes a discussion of the purpose, considerations, estimated cost, and links to case studies. (See example in figure 97.).

The treatments and programs included on these sites have been in place for an extended period of time or have been proven effective at the time the product was developed. Since that time, new countermeasures continue to be developed, implemented, and evaluated. Thus, practitioners should not necessarily limit their choices to those included on the sites; this material is only a starting point. More information on the latest treatments and programs can be found through many of the Web sites and other resources included in the *More Info* sections on both sites.

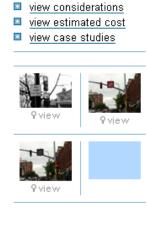
Right-Turn-on-Red Restrictions:

View Other Signals and Signs Treatments 🔻

A permissible Right Turn on Red (RTOR) was introduced in the 1970s as a fuel-saving measure and has sometimes had detrimental effects on pedestrians. While the law requires motorists to come to a full stop and yield to cross-street traffic and pedestrians prior to turning right on red, many motorists do not fully comply with the regulations, especially at intersections with wide turning radii. Motorists are so intent on looking for traffic approaching on their left that they may not be alert to pedestrians approaching on their right. In addition, motorists usually pull up into the crosswalk to wait for a gap in traffic, blocking pedestrian crossing movements. In some instances, motorists simply do not come to a full stop.

One concern that comes up when RTOR is prohibited is that this may lead to higher right-turn-on-green conflicts when there are concurrent signals. The use of the leading pedestrian interval (LPI) can usually best address this issue (see <u>Pedestrian Signal Timing</u>). Where pedestrian volumes are very high, exclusive pedestrian signals should be considered.

Prohibiting RTOR should be considered where and/or when there are high pedestrian volumes. This can be done with a simple sign posting, although there are some options that are more effective than a standard sign. For example, one option is a larger 762-mm by 914-mm (30-in by 36-in) NO TURN ON RED sign, which is more conspicuous. For areas where a right-turn-on-red restriction is needed during certain times, time-of-day restrictions may be appropriate. A variable-message NO TURN ON RED sign is also an option. ⁶



view purpose

Purpose

 Increase pedestrian safety and decrease crashes with right-turning vehicles.

top of page

Considerations

- Prohibiting RTOR is a simple, low-cost measure. Together with a leading pedestrian interval, the signal changes can benefit pedestrians with minimal impact on traffic.
- Part-time RTOR prohibitions during the busiest times of the day may be sufficient to address the problem.
- Signs should be clearly visible to right-turning motorists stopped in the curb lane at the crosswalk.

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■ Estimated Cost

\$30 to \$150 per NO TURN ON RED sign plus installation at \$200 per sign. Electronic signs have higher costs.

top of page

Case Studies

Orlando, FL top of page

Figure 97. Image. View countermeasure descriptions.

APPENDIX A: INSTALLATION INSTRUCTIONS

This appendix includes step-by-step instructions for installing the software after it has been downloaded from the Web site. All screens that will appear during the installation are shown, including the ones that will appear if the .NET framework or an updated version of the Microsoft® Data Access Components (MDAC) is required.

Step 1 – Double click on the downloaded PBCAT.exe file to open the WinZip® Self-Extractor window. *Browse* to the folder where the files are to be extracted. Click *Unzip* (see figure 98). When finished, a window will appear indicating that seven files were unzipped successfully (figure 99).

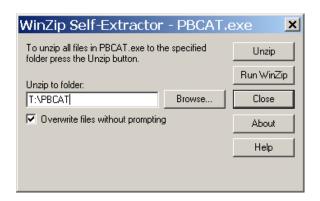
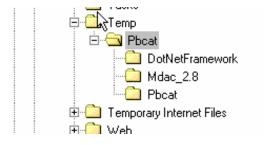




Figure 98. Step 1.

Figure 99. Step 1 completed.

Step 2 – Browse to the folder where the files were written (unzipped) (figure 100). Double click the setup.exe file as seen in figure 101.





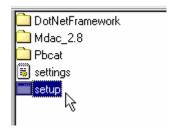


Figure 101. Step 2—setup file.

Step 3 – The installation software will check to see if the .NET framework is installed on the computer. If not, it will be installed as indicated in steps 3 through 6, beginning with this screen. Check the box next to .NET Framework and click *Install* as shown in figure 102.

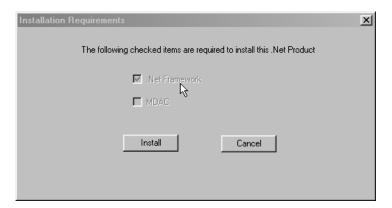


Figure 102. Step 3.

Step 4 – A confirmation screen will appear (figure 103). Click Yes.



Figure 103. Step 4.

Step 5 – Read the Microsoft.net License Agreement, choose "I agree," and click *Install*.

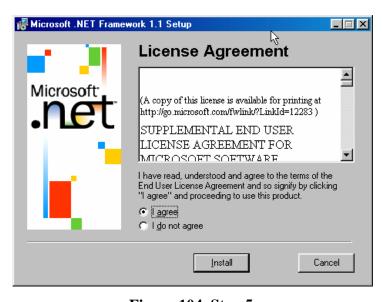


Figure 104. Step 5.

Step 6 – A screen will appear at the completion of the .NET Installation. Click *OK* (figure 105).



Figure 105. Step 6.

Step 7 – The installation software will also check for the correct version of the MDAC. If detected, Steps 7 through 11 will not be necessary. If the correct version is not detected, the screen in figure 106 will appear. Click *Install*.

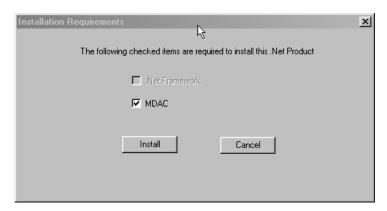


Figure 106. Step 7.

Step 8 – Read the MDAC End User License Agreement (figure 107). Check the "acceptance of terms" box and click *Next*.

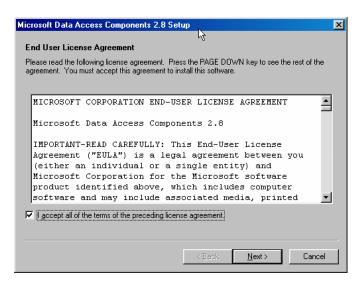


Figure 107. Step 8.

Step 9 – A confirmation screen (figure 108) will appear. Click *Finish*. Several screens will appear during the installation, including the one shown in figure 109.

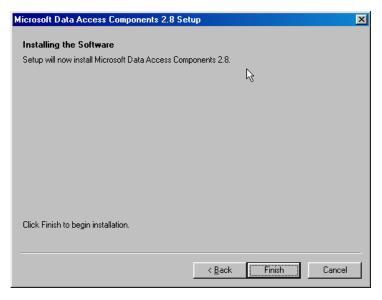


Figure 108. Step 9.

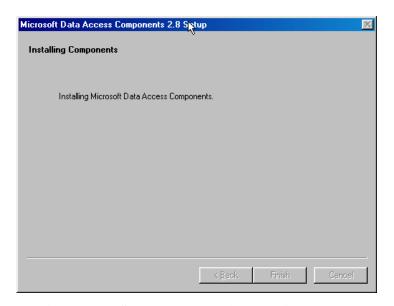


Figure 109. Step 9—sample installation screen.

Step 10 – Reboot the computer. Click the radio button, and the setup application will restart the system now (figure 110). Click *Finish*.



Figure 110. Step 10.

Step 11 - After rebooting the system, browse to the folder where the files were written (unzipped) again (figure 111). Double click the setup exe file as shown in figure 112.

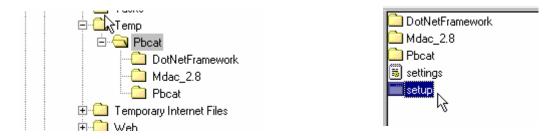


Figure 111. Step 11.

Figure 112. Step 11—setup file.

Step 12 – The PBCAT Setup Wizard window will open (figure 113). Click Next.



Figure 113. Step 12.

Step 13 – Select the folder where the program is to be installed (figure 114). Use the *Browse* button to do so. Click *Next*.

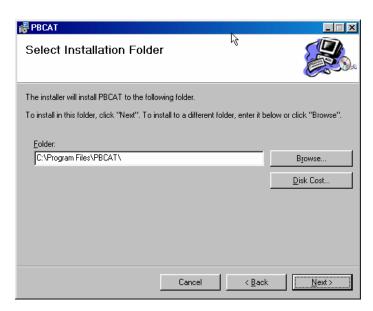


Figure 114. Step 13.

Step 14 – A conformation screen will appear as seen in figure 115. Click Next.

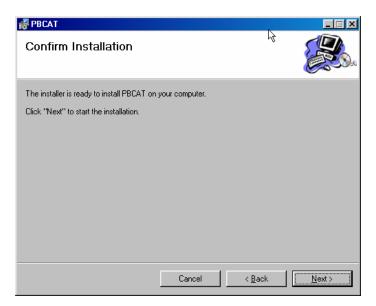


Figure 115. Step 14.

Step 15 – Figure 116 will appear during the installation that includes a progress bar.

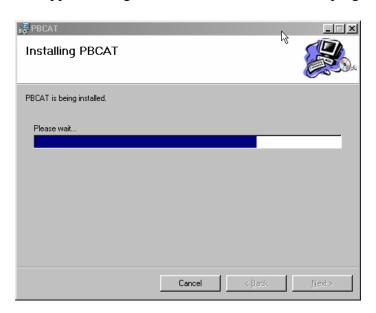


Figure 116. Step 15.

Step 16 – When the installation is completed, click *Close*. The final screen is in figure 117.

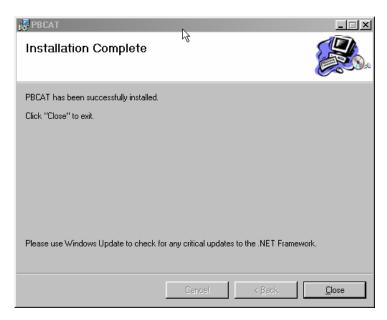


Figure 117. Step 16.

APPENDIX B: PEDESTRIAN LOCATION SCENARIOS

This appendix includes drawings and descriptions of the 36 Pedestrian Location Scenarios that are possible when the Pedestrian Location Option is enabled within the software. The purpose of this option is to provide users with additional details about the location and travel directions of the motorist and pedestrian for those crashes that occur at intersections. Refer to the section on pedestrian location in chapter 4 to learn more about this crash-typing option.

The scenarios are coded as a combination of a number and letter and are based on the combination of motorist maneuver, intersection leg where the crash occurred, direction of travel of the pedestrian, and whether the pedestrian was in or out of the crosswalk.

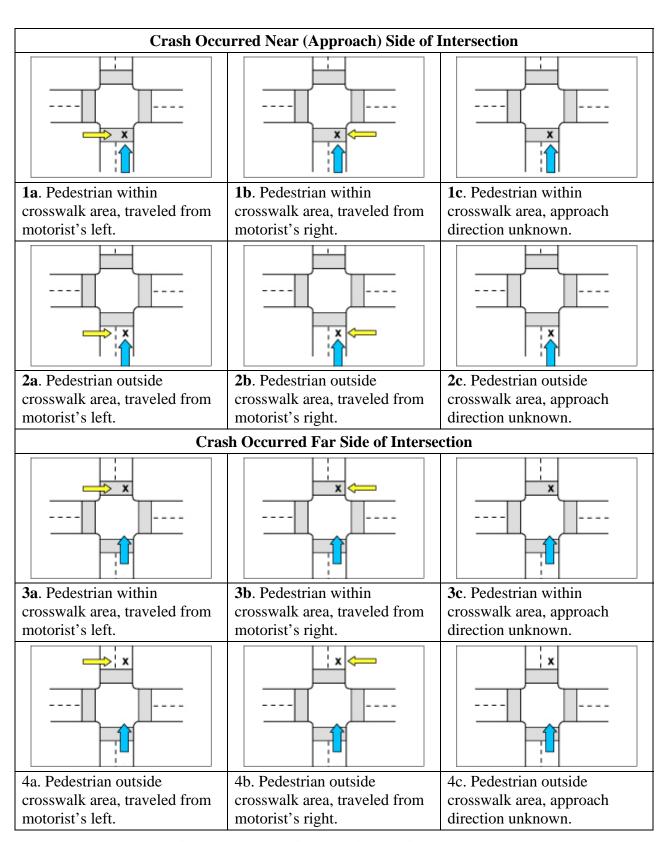


Figure 118. Motorist traveling straight through.

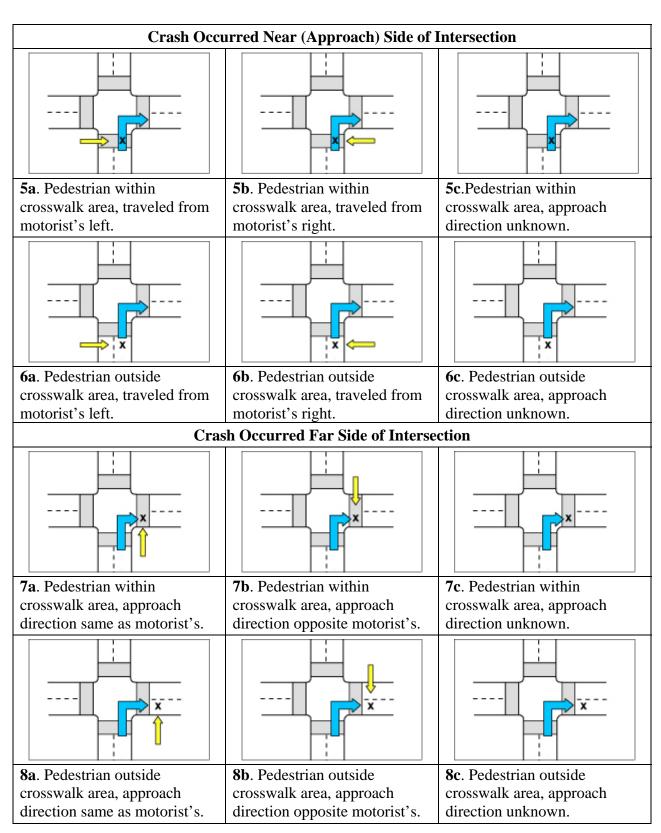


Figure 119. Motorist turning right.

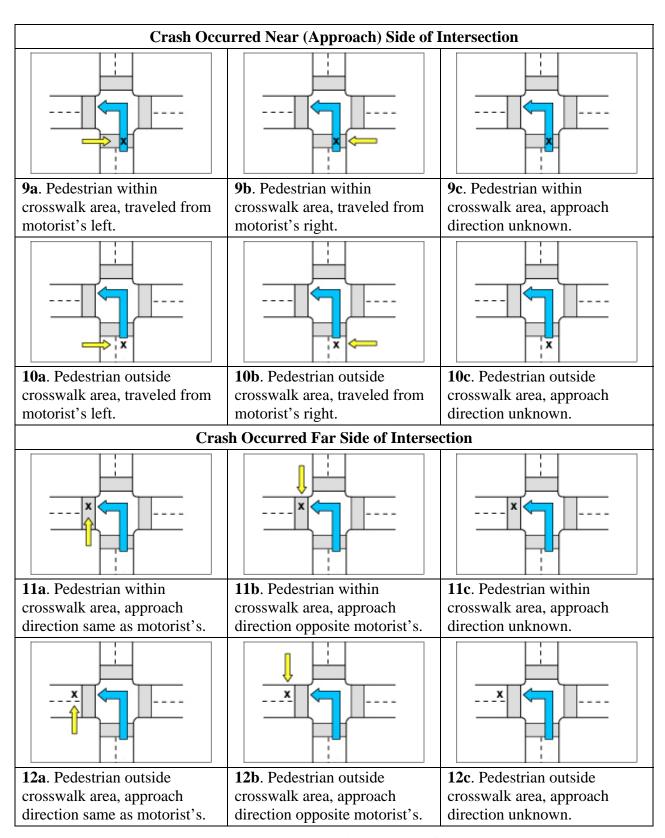


Figure 120. Motorist turning left.

APPENDIX C: CRASH TYPES AND CRASH GROUPS

The tables on the following pages show the crash types and crash groups included in the PBCAT application. These tables also show the crash group to which a specific crash type will be assigned during the typing process.

Table 4: Pedestrian Crash Types and Crash Groups

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)				
		110	Assault with Vehicle				
		120	Dispute-Related				
		130	Pedestrian on Vehicle				
		140	Vehicle-Vehicle/Object				
		150	Motor Vehicle Loss of Control				
100	Unusual Circumstances	160	Pedestrian Loss of Control				
		190	Other Unusual Circumstances				
		220	Driverless Vehicle				
		230	Disabled Vehicle-Related				
		240	Emergency Vehicle-Related				
		250	Play Vehicle-Related				
	Backing Vehicle	211	Backing Vehicle—Driveway				
		212	Backing Vehicle—Driveway/Sidewalk Intersection				
200		213	Backing Vehicle—Roadway				
		214	Backing Vehicle—Parking Lot				
		219	Backing Vehicle—Other/Unknown				
310	Working or Playing in	311	Working in Roadway				
310	Roadway	312	Playing in Roadway				
340	Bus-Related	341	Commercial Bus-Related				
	Bus-Related	342	School Bus-Related				
		320	Entering/Exiting Parked Vehicle				
350	Unique Midblock	330	Mailbox-Related				
		360	Ice Cream/Vendor Truck-Related				

 Table 4: Pedestrian Crash Types and Crash Groups (continued)

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)
		410	Walking Along Roadway With Traffic—From Behind
		420	Walking Along Roadway With Traffic—From Front
400	Walking Along Roadway	430	Walking Along Roadway Against Traffic—From Behind
		440	Walking Along Roadway Against Traffic—From Front
		459	Walking Along Roadway—Direction/Position Unknown
		460	Motorist Entering Driveway or Alley
460	Crossing Driveway or Alley	465	Motorist Exiting Driveway or Alley
		469	Driveway Crossing—Other/Unknown
	Waiting to Cross	510	Waiting to Cross—Vehicle Turning
500		520	Waiting to Cross—Vehicle Not Turning
		590	Waiting to Cross—Vehicle Action Unknown
	Pedestrian in Roadway—	620	Walking in Roadway
600	Circumstances Unknown	610	Standing in Roadway
	Circumstances Officiowii	313	Lying in Roadway
720	Multiple Threat/Trapped	710	Multiple Threat
720	With the Time at Trapped	730	Trapped
740	Dash/Dart-Out	741	Dash
770	Dusii Duit Out	742	Dart-Out
750	Crossing Roadway—	760	Pedestrian Failed to Yield
730	Vehicle Not Turning	770	Motorist Failed to Yield

 Table 4: Pedestrian Crash Types and Crash Groups (continued)

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)
		781	Motorist Left Turn—Parallel Paths
		782	Motorist Left Turn—Perpendicular Paths
	Crassing Bandway Wahiala	791	Motorist Right Turn—Parallel Paths
790	Crossing Roadway—Vehicle Turning	792	Motorist Right Turn on Red—Parallel Paths
	Turning	795	Motorist Right Turn—Perpendicular Paths
		794	Motorist Right Turn on Red—Perpendicular Paths
		799	Motorist Turn/Merge—Other/Unknown
800	Off Boodway	830	Off Roadway—Parking Lot
800	Off Roadway	890	Off Roadway—Other/Unknown
910	Crossing Expressway	910	Crossing an Expressway
	Other/Unknown—	900	Other—Unknown Location
990	Insufficient Details	680	Nonintersection—Other/Unknown
	Hisufficient Details	690	Intersection—Other/Unknown

Table 5. Bicyclist Crash Types and Crash Groups

Crash Group Basic	Crash Group	Crash Type Basic	Crash Type Description
(Crash Group	Description	(Crash Type	(Crash Type Name)
Number)	(Crash Group Name)	Number)	
		121	Bicyclist Lost Control—Mechanical problems
		122	Bicyclist Lost Control—Oversteering, Improper Braking,
			Speed
		123	Bicyclist Lost Control—Alcohol/Drug Impairment
		124	Bicyclist Lost Control—Surface Conditions
		129	Bicyclist Lost Control—Other/Unknown
		131	Motorist Lost Control—Mechanical problems
			Motorist Lost Control—Oversteering, Improper Braking,
110	Loss of Control/Turning	132	Speed
110	Error	133	Motorist Lost Control—Alcohol/Drug Impairment
		134	Motorist Lost Control—Surface Conditions
		139	Motorist Lost Control—Other/Unknown
		111	Motorist Turning Error—Left Turn
		112	Motorist Turning Error—Right Turn
		113	Motorist Turning Error—Other
		114	Bicyclist Turning Error—Left Turn
		115	Bicyclist Turning Error—Right Turn
		116	Bicyclist Turning Error—Other
	Motorist Failed to	141	Motorist Drive-out—Sign-Controlled Intersection
140	Yield—Sign-Controlled	143	Motorist Drive-through—Sign-Controlled Intersection
	Intersection		
	Bicyclist Failed to	142	Bicyclist Ride-out—Sign-Controlled Intersection
145	Yield—Sign-Controlled	144	Bicyclist Ride Through—Sign-Controlled Intersection
	Intersection	147	Multiple Threat—Sign-Controlled Intersection

 Table 5. Bicyclist Crash Types and Crash Groups (continued)

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)
	Motorist Failed to	152	Motorist Drive-out—Signalized Intersection
150	Yield—Signalized	151	Motorist Drive-out—Right Turn on Red
	Intersection	154	Motorist Drive-through—Signalized Intersection
		153	Bicyclist Ride-out—Signalized Intersection
	Bicyclist Failed to	155	Bicyclist Ride Through—Signalized Intersection
158	Yield—Signalized	156	Bicyclist Failed to Clear—Trapped
	Intersection	157	Bicyclist Failed to Clear—Multiple Threat
		159	Bicyclist Failed to Clear—Unknown
		148	Sign-Controlled Intersection—Other/Unknown
100	Crossing Paths—Other Circumstances	158	Signalized Intersection—Other/Unknown
190		180	Crossing Paths—Intersection—Other/Unknown Control
		160	Crossing Paths—Uncontrolled Intersection
		380	Crossing Paths—Midblock—Other/Unknown
		211	
210	Motorist Left	211	Motorist Left Turn—Same Direction
	Turn/Merge	212	Motorist Left Turn—Opposite Direction
		212	M. C. D. L. T. G. D. C.
	lar constr	213	Motorist Right Turn—Same Direction
215	Motorist Right	217	Motorist Right Turn on Red—Same Direction
	Turn/Merge	214	Motorist Right Turn—Opposite Direction
		218	Motorist Right Turn on Red—Opposite Direction
	Diamalist Laft	221	Disveliat Laft Trum Come Direction
220	Bicyclist Left	221	Bicyclist Left Turn—Same Direction
	Turn/Merge	222	Bicyclist Left Turn—Opposite Direction
	Bicyclist Right	223	Bicyclist Right Turn—Same Direction
225	Turn/Merge	224	Bicyclist Right Turn—Opposite Direction
	I ulli/Melge	<i>LL</i> 4	Dicyclist Right Turn—Opposite Direction

 Table 5. Bicyclist Crash Types and Crash Groups (continued)

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)
219	Parking/Bus-Related	215	Motorist Drive-In/Out Parking
219	Farking/Bus-Related	216	Bus/Delivery Vehicle Pullover
		231	Motorist Overtaking—Undetected Bicyclist
230	Motorist Overtaking	232	Motorist Overtaking—Misjudged Space
230	Bicyclist	235	Motorist Overtaking—Bicyclist Swerved
		239	Motorist Overtaking—Other/ Unknown
		241	Bicyclist Overtaking—Passing on Right
	Piavalist Ovartalsing	242	Bicyclist Overtaking—Passing on Left
240	Bicyclist Overtaking Motorist	243	Bicyclist Overtaking—Parked Vehicle
		244	Bicyclist Overtaking—Extended Door
		249	Bicyclist Overtaking—Other/Unknown
		250	Head-On—Bicyclist
258	Head-On	255	Head-On—Motorist
		259	Head-On—Unknown
	Parallel Paths—Other	219	Motorist Turn/Merge—Other/Unknown
290	Circumstances	280	Parallel Paths—Other/Unknown
	Circumstances	225	Bicyclist Ride-out—Parallel Path
		,	
		311	Bicyclist Ride-out—Residential Driveway
	Bicyclist Failed to	312	Bicyclist Ride-out—Commercial Driveway/Alley
310	Yield—Midblock	318	Bicyclist Ride-out—Other Midblock
	Y leid—Midblock	319	Bicyclist Ride-out—Midblock—Unknown
		357	Multiple Threat— Midblock

 Table 5. Bicyclist Crash Types and Crash Groups (continued)

Crash Group Basic (Crash Group Number)	Crash Group Description (Crash Group Name)	Crash Type Basic (Crash Type Number)	Crash Type Description (Crash Type Name)
		321	Motorist Drive-out—Residential Driveway
320	Motorist Failed to	322	Motorist Drive-out—Commercial Driveway/Alley
320	Yield—Midblock	328	Motorist Drive-out—Other Midblock
		329	Motorist Drive-out—Midblock—Unknown
600	Backing Vehicle	600	Backing Vehicle
		510	Motorist Intentionally Caused
0.70	Other/Unusual	520	Bicyclist Intentionally Caused
850	Circumstances	700	Play Vehicle-Related
	Circumstances	800	Unusual Circumstances
		400	Bicycle Only
910	Nonroadway	910	Nonroadway
990	Other/Unknown—	980	Unknown Location
390	Insufficient Details	970	Unknown Approach Paths

APPENDIX D: DATABASE STRUCTURE

The tables on the following pages provide attributes of the fields included in the default database (PBCAT.MDB). The following information is provided for each field:

- Field Name.
- Alias.
- Data Type.
- Field Length.
- Required.
- Field Entry Type.
- Default Value.
- Values.

Refer to the section on Database Fields in chapter 4 to learn how to change the attributes associated with these fields.

Table 6. Pedestrian Table Structure for PBCAT.MDB Database

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Approach Link	Approach Link	Text	10	Dynamic Listbox	N		
Crash Group Description	Crash Group Description	Text	50	Singleline Editbox	N		
Crash Group Expanded	Crash Group Expanded	Int	4	Singleline Editbox	N		
Crash Group Basic	Crash Group Number	Int	4	Singleline Editbox	N		
Crash Location	Crash Location	Int	4	Singleline Editbox	N		
Crash Location Description	Crash Location Description	Text	110	Singleline Editbox	N		
Crash Type Description	Crash Type Description	Text	80	Singleline Editbox	N		
Crash Type Expanded	Crash Type Expanded	Int	4	Singleline Editbox	N		
Crash Type Basic	Crash Type Number	Int	4	Singleline Editbox	N		
Date of Crash	Date of Crash (mmddyyyy)	Datetime	8	Singleline Editbox	N		
Development Type	Development Type	Text	15	Dropdown Listbox	N		Unknown, Residential, Commercial, Industrial, Retail, Recreational, Mixed Use, Other

 ${\bf Table~6.~Pedestrian~Table~Structure~for~PBCAT.MDB~Database~\it (continued)}$

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Direction from	Direction	Text	10	Dropdown	N		Unknown, North,
Reference Street	from			Listbox			South, East, West
	Reference						
	Street						
Distance from Node	Distance	Float	16	Singleline	N		
	from Node			Editbox			
Distance from	Distance	Float	16	Singleline	N		
Reference Node	from			Editbox			
	Reference						
	Node						
Distance from	Distance	Float	16	Singleline	N		
Reference Street	from			Editbox			
	Reference						
	Street						
Driver Age	Driver Age	Int	4	Singleline	N		
				Editbox			
Driver Alcohol Drug	Driver	Text	25	Dropdown	N		Unknown, Yes, No
Use	Alcohol/Drug			Listbox			
	Use						
Driver Citation1	Driver	Text	20	Singleline	N		
	Citation 1			Editbox			
Driver Citation 2	Driver	Text	20	Singleline	N		
	Citation 2			Editbox			

 Table 6. Pedestrian Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Driver Contributing Circumstances	Driver Contributing Factors	Text	25	Dropdown Listbox	N		Unknown, None, Alcohol/Drug Use, Failure to Yield, Improper Passing, Improper Lane Change, Improper Turn, Improper Backing, Right Turn on Red, Improper Equipment, Other
Driver DOB	Driver Date of Birth (mmddyyyy)	Datetime	8	Singleline Editbox	N		Equipmoni, other
Driver Gender	Driver Gender	Text	8	Dropdown Listbox	N		Unknown, Male, Female
Driver Injury Severity	Driver Injury Severity	Text	25	Dropdown Listbox	N		Unknown, Fatal (K), Incapacitating (A), Nonincapacitating (B), Possible (C), None(O)
Driver Race	Driver Race	Text	17	Dropdown Listbox	N		Unknown, White, Black, Native American, Hispanic, Other
Estimated Original Motor Vehicle Speed	Estimated Original Vehicle Speed	Int	4	Singleline Editbox	N		

 ${\bf Table~6.~Pedestrian~Table~Structure~for~PBCAT.MDB~Database~\it (continued)}$

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Estimated Motor	Estimated	Int	4	Singleline	N		
Vehicle Speed at Impact	Speed at Impact			Editbox			
Fault	Fault	Text	27	Dropdown Listbox	N		Unknown, Pedestrian at Fault, Motorist at Fault, Both at Fault, Neither at Fault, Cannot Determine Fault
GPS Latitude	GPS Latitude	Text	12	Singleline Editbox	N		
GPS Longitude	GPS Longitude	Text	12	Singleline Editbox	N		
Hit and Run	Hit and Run	Text	10	Dropdown Listbox	N		Unknown, Yes, No
Jurisdiction_Level_1	Jurisdiction 1	Text	20	Dynamic Listbox	N		
Jurisdiction_Level_2	Jurisdiction 2	Text	20	Dynamic Listbox	N		
Leg Intersection	Leg Intersection	Text	50	Singleline Editbox	N		
Light Conditions	Light Conditions	Text	25	Dropdown Listbox	N		Unknown, Daylight, Dawn/Dusk, Dark with Street Lights, Dark without Street Lights
Link	Link	Text	10	Dynamic Listbox	N		
Marked Crosswalk Presence	Marked Crosswalk	Text	15	Dropdown Listbox	N		Unknown, Yes, No, Not Applicable
Mile Km Post	Milepost	Float	16	Singleline Editbox	N		

 Table 6. Pedestrian Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Motor Vehicle Defects	Motor Vehicle Defects	Text	10	Dropdown Listbox	N		Unknown, None, Brakes, Lights, Steering, Tires, Other
Motor Vehicle Type	Motor Vehicle Type	Text	20	Dropdown Listbox	N		Unknown, Car, Pickup, Sport Utility, Van/Minivan, Large Truck, Bus/School Bus, Other
Motorist Direction	Motorist Direction	Text	50	Singleline Editbox	N		
Motorist Maneuver	Motorist Maneuver	Text	50	Singleline Editbox	N		
Number Peds Involved	No. of Peds	Int	4	Singleline Editbox	N		
Number of Lanes	No. of Through Lanes	Int	4	Singleline Editbox	N		
Node	Node	Text	10	Dynamic Listbox	N		
Pedestrian Citation1	Pedestrian Citation 1	Text	20	Singleline Editbox	N		
Pedestrian Citation 2	Pedestrian Citation 2	Text	20	Singleline Editbox	N		
Pedestrian Contributing Circumstances	Pedestrian Contributing Factors	Text	20	Dropdown Listbox	N		Unknown, None, Alcohol/Drug Use, Failure to Yield, Circumstances, Other
Pedestrian Alcohol Drug Use	Pedestrian Alcohol/Drug Use	Text	10	Dropdown Listbox	N		Unknown, Yes, No

 ${\bf Table~6.~Pedestrian~Table~Structure~for~PBCAT.MDB~Database~\it (continued)}$

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Age	Pedestrian	Int	4	Singleline	N		
	Age			Editbox			
DOB	Pedestrian	Datetime	8	Singleline	N		
	Date of Birth			Editbox			
	(mmddyyyy)						
Pedestrian Direction	Pedestrian	Text	50	Singleline	N		
	Direction			Editbox			
Gender	Pedestrian	Text	8	Dropdown	N		Unknown, Male,
	Gender			Listbox			Female
Injury Severity	Pedestrian	Text	25	Dropdown	N		Unknown, Fatal (K),
	Injury			Listbox			Incapacitating (A),
	Severity						Non-Incapacitating
							(B), Possible (C),
							None (O)
Pedestrian Position	Pedestrian	Int	4	Singleline	N		
<u> </u>	Position			Editbox			
Pedestrian Position	Pedestrian	Text	50	Singleline	N		
Description	Position			Editbox			
	Description						
Race	Pedestrian	Text	17	Dropdown	N		Unknown, White,
	Race			Listbox			Black, Native
							American, Hispanic,
							Other
Reference Node	Reference	Text	10	Dynamic Listbox	N		
	Node						
Reference Post	Reference	Float	16		N		
	Post			Editbox			
Reference Street	Reference	Text	20	Dynamic Listbox	N		
	Street						

 ${\bf Table~6.~Pedestrian~Table~Structure~for~PBCAT.MDB~Database~\it (continued)}$

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Report Number	Report	Text	20	Singleline	Y		
	Number			Editbox			
Roadway Alignment	Roadway	Text	15	Dropdown	N		Unknown, Straight,
	Alignment			Listbox			Curve, Not Applicable
Roadway Configuration	Roadway	Text	20	Dropdown	N		Unknown, Two-way
	Configuration			Listbox			Undivided, Two-way
							Divided, One-way,
							Other
Roadway Defects	Roadway	Text	20	Dropdown	N		Unknown, None,
	Defects			Listbox			Ruts/Bumps/Holes,
							Loose Material, Other
Roadwa y Surface Type	Roadway	Text	10	Dropdown	N		Unknown, Concrete,
	Surface			Listbox			Asphalt, Gravel, Other
Roadway Terrain	Roadway	Text	15	Dropdown	N		Level, Rolling,
	Terrain			Listbox			Mountainous, Other,
							Unknown, Not
							Applicable
Roadway Type	Roadway	Text	20	Dropdown	N		Unknown, Interstate,
	Type			Listbox			US Route, State
							Primary, State
							Secondary,
							Local/Municipal,
							Private Property, Other
Route Name MPS	Route Name	Text	20	Dynamic Listbox	N		
Route Name RPS	Route Name (RPS)	Text	20	Dynamic Listbox	N		

 Table 6. Pedestrian Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Route Number MPS	Route Number	Text	20	Dynamic Listbox	N		
Route Number RPS	Route Number (RPS)	Text	20	Dynamic Listbox	N		
Route Street Name	Route/Street Name	Text	20	Dynamic Listbox	N		
Route Street Number	Route/Street Number	Text	20	Dynamic Listbox	N		
Scenario	Scenario	Text	50	Singleline Editbox	N		
School Zone	School Zone	Text	10	Dropdown Listbox	N		Unknown, Yes, No
Sidewalk Presence	Sidewalk Presence	Text	15	Dropdown Listbox	N		Unknown, Yes, No, Not Applicable
Speed Limit	Speed Limit	Int	4	Singleline Editbox	N		
Surface Conditions	Surface Conditions	Text	11	Dropdown Listbox	N		Unknown, Dry, Wet, Snow/Ice, Other
Time of Day	Time of Day (military— hhmm)	Text	4	Singleline Editbox	N		
Traffic Control	Traffic Control	Text	25	Dropdown Listbox	N		Unknown, Signals, Signs/Flashing Signals, None, Not Applicable
Type of Area	Type of Area	Text	10	Dropdown Listbox	N		Unknown, Rural, Urban, Suburban, Mixed

 ${\bf Table~6.~Pedestrian~Table~Structure~for~PBCAT.MDB~Database~\it (continued)}$

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Unique Pedestrian	Unique	Text	25	Dropdown	N		Unknown, None, In-
Characteristic	Pedestrian			Listbox			line/Roller Skates,
	Characteristic						Skateboard/Scooter,
							Wheel Chair,
							Walker/Cane/Crutches,
							Visual Impairment,
							Other
User Unlimited1	User	Memo	Unlimited	Multiline	N		
	Unlimited 1			Editbox			
User Unlimited 2	User	Memo	Unlimited	Multiline	N		
	Unlimited 2			Editbox			
Use Variable 1	User Variable	Text	20	Singleline	N		
	1			Editbox			
Use Variable 2	User Variable	Text	20	Singleline	N		
	2			Editbox			
User Variable 3	User Variable	Text	20	Singleline	N		
	3			Editbox			
Use Variable 4	User Variable	Text	20	Singleline	N		
	4			Editbox			
Weather Conditions	Weather	Text	20	Dropdown	N		Unknown,
	Conditions			Listbox			Clear/Cloudy, Rain,
							Snow/Sleet/Hail, Fog,
							Other

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Approach Link	Approach Link	Text	10	Dynamic Listbox	N		
Bicycle Defects	Bicycle Defects	Text	10	Dropdown Listbox	N		Unknown, None, Brakes, Lights, Tires, Other
Bicycle Facility Presence	Bicycle Facility Presence	Text	32	Dropdown Listbox	N		Unknown, Bicycle Lane, Paved Shoulder, Designated Sidewalk, Wide Curb Lane, Combined Pkg/Bike Lane, None, Not Applicable
Bicycle Type	Bicycle Type	Text	20	Dropdown Listbox	N		Unknown, Adult 2- wheel, Adult Tricycle, Child 2-wheel, Child Tricycle, Adult Other, Child Other, Recumbent, Motorized
Bike Alcohol Drug Use	Bicyclist Alcohol/Drug Use	Text	10	Dropdown Listbox	N		Unknown, Yes, No
Age	Bicyclist Age	Int	4	Singleline Editbox	N		
Bike Citation1	Bicyclist Citation 1	Text	20	Singleline Editbox	N		
Bike Citation2	Bicyclist Citation 2	Text	20	Singleline Editbox	N		

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Bike Contributing Circumstances	Bicyclist Contributing Factors	Text	25	Dropdown Listbox	N		Unknown, None, Alcohol/Drug Use, Failure to Yield, Improper Passing, Improper Lane Change, Improper Turn, Improper Backing, Right Turn on Red, Improper Equipment, Other
DOB	Bicyclist Date of Birth (mmddyyyy)	Datetim e	8	Singleline Editbox	N		
Bicyclist Direction	Bicyclist Direction	Int	4	Singleline Editbox	N		
Bicyclist Direction Description	Bicyclist Direction Description	Text	50	Singleline Editbox	N		
Gender	Bicyclist Gender	Text	10	Dropdown Listbox	N		Unknown, Male, Female
Helmet	Bicyclist Helmet Use	Text	10	Dropdown Listbox	N		Unknown, Yes, No
Injury Severity	Bicyclist Injury Severity	Text	25	Dropdown Listbox	N		Unknown, Fatal (K), Incapacitating (A), Non-Incapacitating (B), Possible (C), None(O)
Bicyclist Position	Bicyclist Position	Int	4	Singleline Editbox	N		

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Bicyclist Position	Bicyclist	Text	60	Singleline	N		
Description	Position			Editbox			
	Description						
Race	Bicyclist Race	Text	17	Dropdown Listbox	N		Unknown, White, Black, Native American, Hispanic, Other
Bicycle Lane or	Bike	Int	4	Singleline	N		
Paved Shoulder Width	Lane/Paved Shoulder Width			Editbox			
Crash Group	Crash Group	Text	100	Singleline	N		
Description	Description			Editbox			
Crash Group	Crash Group	Int	4	Singleline	N		
Expanded	Expanded			Editbox			
Crash Group Basic	Crash Group	Int	4	Singleline	N		
	Number			Editbox			
Crash Location	Crash Location	Text	10	Singleline Editbox	N		
Crash Location	Crash Location	Text	35	Singleline	N		
Description	Description			Editbox			
Crash Type	Crash Type	Text	80	Singleline	N		
Description	Description			Editbox			
Crash Type Expanded	Crash Type	Int	4	Singleline	N		
	Expanded			Editbox			
Crash Type Basic	Crash Type	Int	4	Singleline	N		
	Number			Editbox			
Curb Lane Width	Curb Lane	Int	4	Singleline	N		
	Width			Editbox			

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Date of Crash	Date of Crash	Datetime	8	Singleline	N		
	(mmddyyyy)			Editbox			
Development Type	Development	Text	15	Dropdown	N		Unknown, Residential,
	Type			Listbox			Commercial, Industrial,
							Retail, Recreational,
							Mixed Use, Other
Direction from Ref	Direction from	Text	3	Dropdown	N		Unknown, North,
Street	Reference Street			Listbox			South, East, West
Distance from Node	Distance from	Float	16	Singleline	N		
	Node			Editbox			
Distance from Ref	Distance from	Float	16	Singleline	N		
Node	Reference Node			Editbox			
Distance from Ref	Distance from	Float	16	Singleline	N		
Street	Reference Street			Editbox			
Driver Age	Driver Age	Int	4	Singleline	N		
				Editbox			
Driver Alcohol Drug	Driver	Text	25	Dropdown	N		Unknown, Yes, No
Use	Alcohol/Drug			Listbox			
	Use						
Driver Citation 1	Driver Citation 1	Text	20	Singleline	N		
				Editbox			
Driver Citation 2	Driver Citation 2	Text	20	Singleline	N		
				Editbox			

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Driver Contributing	Driver	Text	25	Dropdown	N		Unknown, None,
Circumstances	Contributing			Listbox			Alcohol/Drug Use,
	Factors						Failure to Yield,
							Improper Passing, Improper Lane Change,
							Improper Turn, Improper
							Backing, Right Turn on
							Red, Improper
							Equipment, Other
Driver DOB	Driver Date of	Datetim	8	Singleline	N		
	Birth	e		Editbox			
D: C 1	(mmddyyyy)	TD 4	10	D 1	N.T.		II 1 M 1 F 1
Driver Gender	Driver Gender	Text	10	Dropdown Listbox	N		Unknown, Male, Female
Driver Injury Severity	Driver Injury	Text	25	Dropdown	N		Unknown, Fatal (K),
	Severity			Listbox			Incapacitating (A), Non-
							Incapacitating (B),
Driver Race	Driver Race	Text	17	Dropdown	N		Possible (C), None (O) Unknown, White, Black,
Dirver Race	Direct Race	TCAL	17	Listbox			Native American,
				Zisteon			Hispanic, Other
Estimated Original	Estimated	Int	4	Singleline	N		•
Motor Vehicle Speed	Original Vehicle Speed			Editbox			
Estimated Motor	Estimated Speed	Int	4	Singleline	N		
Vehicle Speed at	at Impact			Editbox			
Impact							

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Fault	Fault	Text	27	Dropdown Listbox	N		Unknown, Bicyclist at Fault, Motorist at Fault, Both at Fault, Neither at Fault, Cannot Determine Fault
GPS Latitude	GPS Latitude	Text	12	Singleline Editbox	N		
GPS Longitude	GPS Longitude	Text	12	Singleline Editbox	N		
Hit and Run	Hit and Run	Text	10	Dropdown Listbox	N		Unknown, Yes, No
Jurisdiction Level 1	Jurisdiction 1	Text	20	Dynamic Listbox	N		
Jurisdiction_Level_2	Jurisdiction 2	Text	20	Dynamic Listbox	N		
Light Conditions	Light Conditions	Text	25	Dropdown Listbox	N		Unknown, Daylight, Dawn/Dusk, Dark- Street Lights, Dark-No Street Lights
Link	Link	Text	10	Dynamic Listbox	N		
Marked Crosswalk Presence	Marked Crosswalk	Text	20	Dropdown Listbox	N		Unknown, Yes, No, Not Applicable
Mile Km Post	Milepost	Float	16	Singleline Editbox	N		
Motor Vehicle Defects	Motor Vehicle Defects	Text	10	Dropdown Listbox	N		Unknown, None, Brakes, Lights, Steering, Tires, Other

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Motor Vehicle Type	Motor Vehicle Type	Text	20	Dropdown Listbox	N		Unknown, Car, Pickup, Sport Utility, Van/Minivan, Large Truck, Bus/School Bus, Other
Number Bicyclists Involved	No. of Bicyclists	Int	4	Singleline Editbox	N		
Number of Lanes	No. of Through Lanes	Int	4	Singleline Editbox	N		
Node	Node	Text	10	Dynamic Listbox	N		
Reference Node	Reference Node	Text	10	Dynamic Listbox	N		
Reference Post	Reference Post	Float	16	Singleline Editbox	N		
Reference Street	Reference Street	Text	20	Dynamic Listbox	N		
Report Number	Report Number	Text	20	Singleline Editbox	Y		
Roadway Alignment	Roadway Alignment	Text	20	Dropdown Listbox	N		Unknown, Straight, Curve, Not Applicable
Roadway Configuration	Roadway Configuration	Text	20	Dropdown Listbox	N		Unknown, Two-way Undivided, Two-way Divided, One-way, Other
Roadway Defects	Roadway Defects	Text	20	Dropdown Listbox	N		Unknown, None, Ruts/Bumps/Holes, Loose Material, Other

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Roadway Surface	Roadway	Text	10	Dropdown	N		Unknown, Concrete,
Type	Surface			Listbox			Asphalt, Gravel, Other
Roadway Terrain	Roadway Terrain	Text	15	Dropdown	N		Level, Rolling,
				Listbox			Mountainous, Other,
							Unknown, Not
							Applicable
Roadway Type	Roadway Type	Text	20	Dropdown	N		Unknown, Interstate,
				Listbox			US Route, State
							Primary, State
							Secondary,
							Local/Municipal,
Danie Mana MDC	Daniela Nama	T4	20	D	N		Private Property, Other
Route Name MPS	Route Name	Text	20	Dynamic Listbox	N		
Route Name RPS	Route Name	Text	20	Dynamic	N		
	(rps)			Listbox			
Route Number MPS	Route Number	Text	20	Dynamic	N		
				Listbox			
Route Number RPS	Route Number	Text	20	Dynamic	N		
	(rps)			Listbox			
Route Street Name	Route/Street	Text	20	Dynamic	N		
	Name			Listbox			
Route Street Number	Route/Street	Text	20	Dynamic	N		
	Number			Listbox			
School Zone	School Zone	Text	10	Dropdown	N		Unknown, Yes, No
				Listbox			
Sidewalk Presence	Sidewalk	Text	20	Dropdown	N		Unknown, Yes, No,
	Presence			Listbox			Not Applicable

 Table 7. Bicyclist Table Structure for PBCAT.MDB Database (continued)

Field Name	Alias	Data Type	Field Length	Field Entry Type	Required	Default Value	Values
Speed Limit	Speed Limit	Int	4	Singleline Editbox	N		
Surface Conditions	Surface Conditions	Text	11	Dropdown Listbox	N		Unknown, Dry, Wet, Snow/Ice, Other
Time of Day	Time of Day (military— hhmm)	Text	4	Singleline Editbox	N		
Traffic Control	Traffic Control	Text	25	Dropdown Listbox	N		Unknown, Signals, Signs/Flashing Signals, None, Not Applicable
Type of Area	Type of Area	Text	10	Dropdown Listbox	N		Unknown, Rural, Urban, Suburban, Mixed
User Unlimited1	User Unlimited 1	Memo	Unlimited	Multiline Editbox	N		
User Unlimited2	User Unlimited 2	Memo	Unlimited	Multiline Editbox	N		
User Variable 1	User Variable 1	Text	20	Singleline Editbox	N		
User Variable 2	User Variable 2	Text	20	Singleline Editbox	N		
User Variable 3	User Variable 3	Text	20	Singleline Editbox	N		
User Variable 4	User Variable 4	Text	20	Singleline Editbox	N		
Weather Conditions	Weather Conditions	Text	20	Dropdown Listbox	N		Unknown, Clear/Cloudy, Rain, Snow/Sleet/Hail, Fog, Other

APPENDIX E: DATA ENTRY FORMS

This appendix includes the 10 forms that are available in the default database of the application (PBCAT.MDB). Any of these databases may be edited to meet the data entry needs of a State or local agency. Refer to chapter 5 for further instruction. The forms included are as follows:

- Ped_All_Data_Milepost—contains all crash typing fields, all crash report fields, and the milepost referencing system fields.
- Ped_All_Data_Refpost—contains all crash typing fields, all crash report fields, and the reference post referencing system fields.
- Ped_All_Data_RouteName—contains all crash typing fields, all crash report fields, and the route/street name referencing system fields.
- Ped_All_Data_LinkNode—contains all crash typing fields, all crash report fields, and the link/node referencing system fields.
- Ped_Crash_Type—contains only the *Report_Number* field and the crash typing fields.
- Bike_All_Data_Milepost—contains all crash typing fields, all crash report fields, and the milepost referencing system fields.
- Bike_All_Data_Refpost—contains all crash typing fields, all crash report fields, and the reference post referencing system fields.
- Bike_All_Data_RouteName—contains all crash typing fields, all crash report fields, and the route/street name referencing system fields.
- Bike_All_Data_LinkNode—contains all crash typing fields, all crash report fields, and the link/node referencing system fields.
- Bike_Crash_Type—contains only the *Report_Number* field and the crash typing fields.

The forms containing "all" database fields may be most useful to those users planning to use PBCAT to store and manage all pedestrian and bicyclist collision data in this application. The forms with crash type information only may be utilized by those users who plan to export the crash typing information and merge it with another database that contains the other crash data elements.

Principal Information	GPS Data
Report Number	Jurisdiction 1 GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2 Route Name GPS Latitude
Time of Day (military - hhmm)	Route Number
No. of Peds	Milepost
Hit and Run Unknown	
Driver Information	Pedestrian Information
Driver Date of Birth (mmddyyyy)	Pedestrian Date of Birth (mmddyyyy)
Driver Age	Pedestrian Age
Driver Gender Unknown	Pedestrian Gender Unknown
Driver Race Unknown	Pedestrian Race Unknown
Driver Alcohol/Drug Use Unknown	Pedestrian Alcohol/Drug Use Unknown ▼
Driver Injury Severity Unknown	Pedestrian Injury Severity Unknown
Vehicle Information	Unique Ped Characteristic Unknown
Motor Vehicle Type Unknown	Area Characteristics
Motor Vehicle Defects Unknown	Type of Area
Estimated Original Vehicle Speed	Development Type Unknown
Estimated Speed at Impact	School Zone Unknown ▼
Roadway Features	Environmental Conditions
No. of Through Lanes	Weather Conditions Unknown
Roadway Type Unknown	Surface Conditions Unknown
Roadway Configuration Unknown	Light Conditions Unknown
Roadway Terrain Level 🔻	Contributing Factors/Citations/Fault
Roadway Alignment Unknown	Driver Contributing Factors Unknown
Roadway Surface Unknown	Driver Citation 1
Roadway Defects Unknown	Driver Citation 2
Traffic Control Unknown	Ped Contributing Factors Unknown
Speed Limit	Ped Citation 1
Marked Crosswalk Unknown	Ped Citation 2
Sidewalk Presence Unknown	Fault Unknown
Crash Typing Information	
Crash Type Number Crash Type	e Description
Crash Group Number Crash Group	up Description
Crash Location Crash Locat	ation Description
Pedestrian Position Pedestrian F	Position Description
Pedestrian Direction Leg Intersec	ection Crash Type Expanded
Motorist Direction Scenario	Crash Group Expanded
Motorist Maneuver	

Figure 121. Ped_All_Data_Milepost Form

Principal Information		GPS Data
Report Number	Jurisdiction 1	GPS Longitude
Date of Crash	Jurisdiction 2	
Time of Day (military - hhmm)	Route Name (
No. of Peds	Reference Po	
Hit and Run Unknown 🔻	Thereferice to	31
		Dedokios laforantias
Driver Information Driver Date of Birth (mmddyyyy)		Pedestrian Information Pedestrian Date of Birth (mmddyyyy)
Driver Age		Pedestrian Age
Driver Gender Unknown	V	Pedestrian Gender Unknown
Driver Race Unknown	<u> </u>	Pedestrian Race Unknown
Driver Alcohol/Drug Use Unknown	<u> </u>	Pedestrian Alcohol/Drug Use Unknown
Driver Injury Severity Unknown	-	Pedestrian Injury Severity Unknown
Vehicle Information		Unique Ped Characteristic Unknown
Motor Vehicle Type Unknown	▼	Area Characteristics
Motor Vehicle Defects Unknown	v	Type of Area Unknown
Estimated Original Vehicle Speed		Development Type Unknown ▼
Estimated Speed at Impact		School Zone Unknown
Roadway Features		Environmental Conditions
No. of Through Lanes		Weather Conditions Unknown
Roadway Type Unknown	▼	Surface Conditions Unknown
Roadway Configuration Unknown	▼	Light Conditions Unknown
Roadway Terrain Level	▼	Contributing Factors/Citations/Fault
Roadway Alignment Unknown	▼	Driver Contributing Factors Unknown
Roadway Surface Unknown	▼	Driver Citation 1
Roadway Defects Unknown	▼	Driver Citation 2
Traffic Control Unknown	▼	Ped Contributing Factors Unknown
Speed Limit		Ped Citation 1
Marked Crosswalk Unknown	▼	Ped Citation 2
Sidewalk Presence Unknown	▼	Fault Unknown
Crash Typing Information		
Crash Type Number	Crash Type Description	
Crash Group Number	Crash Group Description	
Crash Location	Crash Location Descriptio	n
Pedestrian Position	Pedestrian Position Descr	iption
Pedestrian Direction	Leg Intersection	Crash Type Expanded
Motorist Direction	Scenario	Crash Group Expanded
Motorist Maneuver		

Figure 122. Ped_All_Data_Refpost Form

Principal Information	_Location	
Report Number	Jurisdiction 1	▼ GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2	▼ GPS Latitude
Time of Day (military - hhmm)	Route/Street Name	Route/Street Number
No. of Peds	Street	
Hit and Run Unknown	Direction from Reference Stre	Unknown Distance from Reference Street
Driver Information		Pedestrian Information
Driver Date of Birth (mmddyyyy)		Pedestrian Date of Birth (mmddyyyy)
Driver Age		Pedestrian Age
Driver Gender Unknown	-	Pedestrian Gender Unknown
Driver Race Unknown	-	Pedestrian Race Unknown
Driver Alcohol/Drug Use Unknown	-	Pedestrian Alcohol/Drug Use Unknown
Driver Injury Severity Unknown	▼	Pedestrian Injury Severity Unknown
Vehicle Information	_	Unique Ped Characteristic Unknown
Motor Vehicle Type Unknown		Area Characteristics
Unknown		Type of Area Unknown
Estimated Original Vehicle Speed		Development Type Unknown
Estimated Speed at Impact		School Zone Unknown
Roadway Features		Environmental Conditions
No. of Through Lanes		Weather Conditions Unknown
Roadway Type Unknown	▼	Surface Conditions Unknown 🔻
Roadway Configuration Unknown	▼	Light Conditions Unknown
Roadway Terrain Level	▼	Contributing Factors/Citations/Fault
Roadway Alignment Unknown	▼	Driver Contributing Factors Unknown
Roadway Surface Unknown	▼	Driver Citation 1
Roadway Defects Unknown	▼	Driver Citation 2
Traffic Control Unknown	▼	Ped Contributing Factors Unknown
Speed Limit	_	Ped Citation 1
Marked Crosswalk Unknown		Ped Citation 2
Sidewalk Presence Unknown	-	Fault Unknown
Crash Typing Information		
Crash Type Number Crash Ty	pe Description	
Crash Group Number Crash Gr	oup Description	
Crash Location Crash Lo	cation Description	n
Pedestrian Position Pedestria	an Position Descri	iption
Pedestrian Direction Leg Inte	rsection	Crash Type Expanded
Motorist Direction Scenario		Crash Group Expanded
Motorist Maneuver		

Figure 123. Ped_All_Data_RouteName Form

Principal Information	_Location	GPS Data
Report Number	Jurisdiction 1	GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2	GPS Latitude
Time of Day (military - hhmm)	Link	▼ Node ▼
No. of Peds	Reference Nod	e Approach Link
Hit and Run Unknown	Distance from Reference Nod	e Distance from Node
Driver Information		Pedestrian Information
Driver Date of Birth (mmddyyyy)		Pedestrian Date of Birth (mmddyyyy)
Driver Age		Pedestrian Age
Driver Gender Unknown	-	Pedestrian Gender Unknown
Driver Race Unknown	<u>-</u>	Pedestrian Race Unknown
Driver Alcohol/Drug Use Unknown	▼ _	Pedestrian Alcohol/Drug Use Unknown
Driver Injury Severity Unknown	▼	Pedestrian Injury Severity Unknown
Vehicle Information		Unique Ped Characteristic Unknown
	┙	Area Characteristics
Motor Vehicle Defects Unknown		Type of Area Unknown
Estimated Original Vehicle Speed		Development Type Unknown
Estimated Speed at Impact		School Zone Unknown ▼
Roadway Features		Environmental Conditions
No. of Through Lanes		Weather Conditions Unknown
Roadway Type Unknown	-	Surface Conditions Unknown 🔻
Roadway Configuration Unknown	•	Light Conditions Unknown
Roadway Terrain Level	▼	Contributing Factors/Citations/Fault
Roadway Alignment Unknown	▼	Driver Contributing Factors Unknown
Roadway Surface Unknown	▼	Driver Citation 1
Roadway Defects Unknown	-	Driver Citation 2
Traffic Control Unknown	v	Ped Contributing Factors Unknown
Speed Limit		Ped Citation 1
Marked Crosswalk Unknown	▼	Ped Citation 2
Sidewalk Presence Unknown	▼	Fault Unknown
Crash Type Number Crash Ty	ype Description	
	roup Description	
	ocation Description	
	an Position Descri	
Pedestrian Direction Leg Inte	rsection	Crash Type Expanded
Constitution Processing		Crash Group Expanded
Motorist Direction		Gravit Group Enpairated
Motorist Maneuver		

Figure 124. Ped_All_Data_LinkNode Form

Figure 125. Ped_Crash_Type Form

Report Number		
Crash Typing Information		
Crash Type Number	Crash Type Description	
Crash Group Number	Crash Group Description	
Crash Location	Crash Location Description	
Pedestrian Position	Pedestrian Position Description	
Pedestrian Direction	Leg Intersection	Crash Type Expanded
Motorist Direction	Scenario	Crash Group Expanded
Motorist Maneuver		

Principal Information	_Location GPS Data
Report Number	Jurisdiction 1 GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2 Route Name GPS Latitude
Time of Day (military - hhmm)	Route Number
No. of Bicyclists	Milepost
Hit and Run	Milepost
Driver Information	Bicyclist Information
Driver Date of Birth (mmddyyyy)	Bicyclist Date of Birth (mmddyyyy)
Driver Age	Bicyclist Age
Driver Gender Unknown	Bicyclist Gender Unknown ▼
Driver Race Unknown	Bicyclist Race Unknown
Driver Alcohol/Drug Use Unknown	Bicyclist Alcohol/Drug Use Unknown ▼
Driver Injury Severity Unknown	Bicyclist Injury Severity Unknown
Vehicle Information	Bicyclist Helmet Use Unknown
Motor Vehicle Type Unknown	DISTOWN T
Motor Vehicle Defects Unknown	Bicycle and Facility Information
Estimated Original Vehicle Speed	Bicycle Type Unknown
Estimated Speed	Bicycle Defects Unknown
at Impact	Bicycle Facility Presence Unknown
Area Characteristics Tupe of Area Unknown	Curb Lane Width
Type of Alea	Bike Lane/Paved
Development Type Unknown	Shoulder Width "
School Zone Unknown 🔻	Environmental Conditions
Roadway Features	Weather Conditions Unknown
No. of Through Lanes	Surface Conditions Unknown ▼
Roadway Type Unknown	Light Conditions Unknown
	0.11.6.5.4.103.6.15.4
	Contributing Factors/Citations/Fault Driver Contributing Factors Unknown
Roadway Alignment Unknown	Driver Citation 1
Roadway Surface Unknown	Driver Citation 2
Roadway Defects Unknown	P. F. C. C. S. C. Halmann
Traffic Control Unknown	▼
Speed Limit	Bicyclist Citation 1
Marked Crosswalk Unknown	Bicyclist Citation 2
Sidewalk Presence Unknown	Fault Unknown
Crash Typing Information	
Crash Type Number Crash Type De	escription
Crash Group Number Crash Group Do	
Crash Location Crash Location	
Bicyclist Position Bicyclist Positio	
	tion Description
Crash Type Expanded	Crash Group Expanded
Crash Type Expanded	Crash Group Expanded

Figure 126. Bike_All_Data_Milepost Form

Principal Information			GPS Data
Report Number	Jurisdiction 1		GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2		<u> </u>
Time of Day (military - hhmm)	Route Name (r		GPS Latitude
No. of Bicyclists	Route Number		
	Reference Pos	st	
Driver Information Driver Date of Birth		Bicyclist Information	
(mmddyyyy)		Bicyclist Date of Birth (mmddyyyy)	
Driver Age	_	Bicyclist Age	
Driver Gender Unknown	•	Bicyclist Gender	Unknown ▼
Driver Race Unknown	▼	Bicyclist Race	Unknown
Driver Alcohol/Drug Use Unknown	▼	Bicyclist Alcohol/Drug Use	Unknown
Driver Injury Severity Unknown	▼	Bicyclist Injury Severity	Unknown
Vehicle Information		Bicyclist Helmet Use	Unknown
Motor Vehicle Type Unknown	▼	Dioyollot Frontiet Coo	OTIKTIOWIT
Motor Vehicle Defects Unknown		Bicycle and Facility Informa	tion
Estimated Original Vehicle Speed		Bicycle Type	Unknown
Estimated Speed		Bicycle Defects	Unknown
at Impact		Bicycle Facility Presence	Unknown
Area Characteristics Tupe of Area Unknown		Curb Lane Width	
Type of Alea		Bike Lane/Paved	
Development Type Unknown ▼		Shoulder Width	
School Zone Unknown		Environmental Conditions	
Roadway Features		Weather Conditions Un	known
No. of Through Lanes		Surface Conditions Un	known
Roadway Type Unknown	<u> </u>	Light Conditions Un	known
Roadway Configuration Unknown	•	0 13 0 5 1 100 0	IF 1
Roadway Terrain Level	•	Contributing Factors/Citation Driver Contributing Factors	ns/Fault Unknown
Roadway Alignment Unknown	▼	Driver Citation 1	STIKIOWII .
Roadway Surface Unknown	V		
Roadway Defects Unknown	▼	Driver Citation 2	
Traffic Control Unknown	•	Bicyclist Contributing Factor	§ Unknown _▼
Speed Limit		Bicyclist Citation 1	
Marked Crosswalk Unknown	▼	Bicyclist Citation 2	Unknown ▼
Sidewalk Presence Unknown	▼	Fault	OUKUOMU
Crash Typing Information			
Crash Type Number Crash Type	e Description		
	up Description		
Crash Location Crash Loc	ation Description		
Bicyclist Position Bicyclist Po	osition Description		
	irection Descirption		
Crash Type Expanded		Crash Group Expanded	
11 1			

Figure 127. Bike_All_Data_Refpost Form

Principal Information	Location ——	GPS Data	
Report Number	Jurisdiction 1	GPS Longitude	
Date of Crash (mmddyyyy)	Jurisdiction 2	GPS Latitude	
Time of Day (military - hhmm)	Name Reference	Route/Street Number	
No. of Bicyclists	Street		
Hit and Run Unknown	Direction from Reference Stree	Unknown Distance from Reference Street	
Driver Information		Bicyclist Information	
Driver Date of Birth (mmddyyyy)		Bicyclist Date of Birth (mmddyyyy)	
Driver Age		Bicyclist Age	
Driver Gender Unknown	▼	Bicyclist Gender Unknown ▼	
Driver Race Unknown	▼	Bicyclist Race Unknown	
Driver Alcohol/Drug Use Unknown	-	Bicyclist Alcohol/Drug Use Unknown	
Driver Injury Severity Unknown	▼	Bicyclist Injury Severity Unknown ▼	1
Vehicle Information		Bicyclist Helmet Use Unknown	4
	-	DIKTOWN T	
Motor Vehicle Defects Unknown		Bicycle and Facility Information	
Estimated Original Vehicle Speed		Bicycle Type Unknown	
Estimated Speed		Bicycle Defects Unknown	,
at Impact		Bicycle Facility Presence Unknown	1
Area Characteristics Tupe of Area Unknown		Curb Lane Width	
Type of Area		Bike Lane/Paved Shoulder Width	
Development Type Unknown School Zone Unknown	l l	Shoulder Width	
<u></u>		Environmental Conditions	
Roadway Features		Weather Conditions Unknown	
No. of Through Lanes	_	Surface Conditions Unknown	
Roadway Type Unknown	<u> </u>	Light Conditions Unknown	
Roadway Configuration Unknown		Contributing Factors/Citations/Fault	
Roadway Terrain Level	•	Driver Contributing Factors Unknown	▼
Roadway Alignment Unknown	•	Driver Citation 1	=
Roadway Surface Unknown	•	Driver Citation 2	=
Roadway Defects Unknown	▼		-
Traffic Control Unknown	▼	Bicyclist Citation 1	=
Speed Limit		Bicyclist Citation 2	=
Marked Crosswalk Unknown	•		Ţ
Sidewalk Presence Unknown	•	Fault Unknown	
Crash Typing Information			
Crash Type Number Crash Type	e Description		
Crash Group Number Crash Grou	p Description		
Crash Location Crash Loca	ation Description		
Bicyclist Position Bicyclist Po	osition Description		
Bicyclist Direction Bicyclist Di	rection Descirption		
Crash Type Expanded		Crash Group Expanded	

Figure 128. Bike_All_Data_RouteName Form

Principal Information	Location		GPS Data
Report Number	Jurisdiction 1	•	GPS Longitude
Date of Crash (mmddyyyy)	Jurisdiction 2		GPS Latitude
Time of Day (military - hhmm)	Link	_	Node 🔽
No. of Bicyclists	Reference Node	▼	Approach Link
Hit and Run Unknown 🔻	Distance from Reference Node		Distance from Node
Driver Information		Bicyclist Information —	
Driver Date of Birth (mmddyyyy)		Bicyclist Date of Birth (mmddyyyy)	
Driver Age	_	Bicyclist Age	
Driver Gender Unknown	•	Bicyclist Gender	Unknown
Driver Race Unknown	•	Bicyclist Race	Unknown ▼
Driver Alcohol/Drug Use Unknown	-	Bicyclist Alcohol/Drug Us	===
Driver Injury Severity Unknown	▼	Bicyclist Injury Severity	Unknown 🔻
Vehicle Information		Bicyclist Helmet Use	Unknown
Motor Vehicle Type Unknown	-	bicyclist Heiliet Ose	Unknown
Motor Vehicle Defects Unknown		Bicycle and Facility Inform	nation
Estimated Original Vehicle Speed		Bicycle Type	Unknown
Estimated Speed		Bicycle Defects	Unknown
at Impact		Bicycle Facility Presence	Unknown
Area Characteristics Tupe of Area Unknown		Curb Lane Width	
Type of Aida		Bike Lane/Paved	
Development Type Unknown		Shoulder Width	
School Zone Unknown 🔻		Environmental Conditions	
Roadway Features		Weather Conditions	Jnknown 🔻
No. of Through Lanes		Surface Conditions	Jnknown 🔻
Roadway Type Unknown	•	Light Conditions	Jnknown 🔻
Roadway Configuration Unknown	•	0 .7 .7 .5 . 100 .	
Roadway Terrain Level	•	 Contributing Factors/Cital Driver Contributing Factors 	
Roadway Alignment Unknown	•	_	S OTIKIOWII
Roadway Surface Unknown	▼	Driver Citation 1	
Roadway Defects Unknown	▼	Driver Citation 2	
Traffic Control Unknown	▼	Bicyclist Contributing Factor	ors Unknown
Speed Limit		Bicyclist Citation 1 Bicyclist Citation 2	
Marked Crosswalk Unknown	▼	•	Unknown ▼
Sidewalk Presence Unknown	▼	Fault	Unknown
Crash Typing Information			
Crash Type Number Crash Type	: Description		
	p Description		
	tion Description		
Bicyclist Position Bicyclist Po	sition Description		
	ection Descirption		
Crash Type Expanded		Crash Group Expanded	
2.35/1 Typo Enparidod			

Figure 129. Bike_All_Data_LinkNode Form

Report Number		
Crash Typing Information		
Crash Type Number	Crash Type Description	
Crash Group Number	Crash Group Description	
Crash Location	Crash Location Description	
Bicyclist Position	Bicyclist Position Description	
Bicyclist Direction	Bicyclist Direction Descirption	
Crash Ty	pe Expanded Crash Group Exp	panded

Figure 130. Bike_Crash_Type Form

APPENDIX F: CRASH TYPING DEFINITIONS

Contained in this appendix are several tables with definitions for the bicyclist and pedestrian crash types. In addition, there are also tables with definitions for other fields that are completed during the crash typing process (e.g., crash location, pedestrian position, and bicyclist position and direction).

Table 8. Pedestrian Crash Location Definitions

Crash_Location_Desc	Crash_Location	
(Crash Location)	(Crash Location)	Definition
Intersection	1	The crash occurred within the intersection proper or within the
		crosswalk area.
		Note: Driveways controlled by signals or signs should be
		coded as intersections. Uncontrolled driveways should be
		coded as nonintersection locations.
Intersection-Related	4	The crash occurred outside the intersection crosswalk area but
		within 15 m (50 ft) of the intersection.
Nonintersection	2	The crash occurred on or along the roadway and more than 15 m
		(50 ft) away from an intersection.
Nonroadway	3	The crash occurred off the roadway, including parking lots,
		driveways, private roads, yards, alleys, and other open areas.
		Note: Crashes occurring on paved shoulders, sidewalks, or
		driveway crossings are considered to be "roadway" crashes
		and should not be placed in the nonroadway classification.
Unknown	9	There is insufficient information to determine where the crash
	D 1 4 1 D	occurred.
Dadawian Davidan Dan		sition Definitions
Pedestrian_Position_Desc	Pedestrian_Position (Pedestrian Position)	Definition
(Pedestrian Position Description) Intersection	(Pedestrian Position)	Within intersection proper
Crosswalk area	2	Within a crosswalk, marked or unmarked
Travel Lane	3	On a roadway, in a travel lane
Paved Shoulder/Bike Lane/Parking	4	On a roadway, in a travel lane On a roadway, in a paved shoulder or bike lane, or parking lane
Lane	4	On a roadway, in a paved shoulder of blke falle, of parking falle
Sidewalk/Shared-Use Path/Driveway	5	On a sidewalk, shared-use path, or driveway crossing
Crossing	3	On a sidewark, shared-use path, of diffeway crossing
Unpaved Right-of-Way	6	Other road right-of-way (unpaved shoulder, etc.)
Driveway/Alley	7	On a driveway or alley
Nonroadway—Parking lot/Other	8	Other nonroadway areas (parking lot, non-right-of-way
1 tollioudway—I alking lov offici		
		I SIDEWALK OF MILITI-LISE DATH VARD OPEN AREAS LETC I
Other/Unknown	9	sidewalk or multi-use path, yard, open areas, etc.) Other/unknown

Table 9. Bicyclist Crash Location Definitions

Crash_Location_Desc	Crash_Location	
(Crash Location)	(Crash Location)	Definition
		Where did the crash occur?
		<u>Intersection</u> —The crash occurred within the intersection proper or within the
		crosswalk area.
Intersection	1	Note: Driveways are considered to be nonintersection locations. The
		exception is signalized commercial driveways which should be coded as
		intersections.
	_	<u>Intersection-Related</u> —The crash occurred outside the intersection proper or
Intersection-Related	2	crosswalk area but was the related to the presence of the intersection (e.g., the
		result of queueing traffic).
Nonintersection	3	Nonintersection Location—The crash occurred outside the intersection proper
	_	or crosswalk area and was not related to the presence of any intersection.
		Nonroadway Location—The crash occurred off the street network; this
N. 1	4	includes parking lots, driveways, alleys, and other open areas.
Nonroadway	4	Note: crashes occurring on paved shoulders, sidewalks, or driveway
		crossings are considered to be "roadway" crashes and should not be
		placed in the nonroadway classification. Unknown/Insufficient Information—There is insufficient information to
Unknown Location	9	determine where the crash occurred.
		Bicyclist Position Definitions
Bicyclist_Position_Desc	Bicyclist_Position	Dicyclist 1 osition Definitions
(Bicyclist Position)	(Bicyclist Position)	Definition
Travel Lane	1	On a roadway, in a shared travel lane
Bike Lane/Paved	2	On a roadway, in a bicycle lane or on a paved shoulder
Shoulder		
Sidewalk/Crosswalk/Driv	3	On a sidewalk, crosswalk, or driveway crossing
eway Crossing		
Driveway/Alley	4	On a separate bicycle/multi-use path
Multi-use Path	5	On a driveway or alley
Nonroadway	6	Other nonroadway areas (parking lot, open areas, etc.)
Other	8	Other (e.g., unpaved shoulder, worn path, etc.)
Unknown	9	Unknown

 Table 9. Bicyclist Crash Location Definitions (continued)

Bicyclist Direction Definitions			
	Bicyclist_Direction		
Bicyclist_Direction_Desc	(Bicyclist		
(Bicyclist Direction)	Direction)	Definition	
With Traffic	1	With traffic	
Facing Traffic	2	Facing traffic	
Not Applicable	3	Not applicable (e.g., exiting a driveway, parking lot, or other nonroadway area)	
Unknown	9	Unknown	

Table 10. Pedestrian Crash Type Definitions

Crash_Type_Basic (Crash Type Number)	Crash_Type_Description (Crash Type Description)	Definition
110	Assault with Vehicle	The driver intentionally struck the pedestrian with the vehicle.
120	Dispute-Related	The pedestrian was struck by a vehicle during a domestic altercation or other dispute.
130	Pedestrian on Vehicle	The pedestrian was sitting on, leaning against, or clinging to a vehicle which began to move or was moving.
140	Vehicle-Vehicle/Object	The pedestrian was struck as a result of a prior vehicle-into-vehicle or vehicle-into-object crash.
150	Motor Vehicle Loss of Control	Vehicle lost control due to mechanical failure, surface conditions, driver error or impairment.
160	Pedestrian Loss of Control	The pedestrian stumbled, fell, or rolled into path of vehicle due to surface conditions, impairment or other mishap.
190	Other Unusual Circumstances	The crash involved other unusual circumstances, such as a pedestrian being struck by falling cargo or a loose wheel.
211	Backing Vehicle— Driveway	The pedestrian was struck in a driveway by a vehicle that was backing with a driver at the controls.
212	Backing Vehicle— Driveway/Sidewalk Intersection	The pedestrian was struck in a driveway/sidewalk intersection by a vehicle that was backing with a driver at the controls.
213	Backing Vehicle— Roadway	The pedestrian was struck in a roadway by a vehicle that was backing with a driver at the controls.
214	Backing Vehicle—Parking Lot	The pedestrian was struck in a parking lot by a vehicle that was backing with a driver at the controls.
219	Backing Vehicle— Other/Unknown	The pedestrian was struck in another or unknown location by a vehicle that was backing with a driver at the controls.
220	Driverless Vehicle	The pedestrian was struck by a vehicle that was moving without a driver at the controls or that was set in motion by the actions of a child.

 ${\bf Table~10.~Pedestrian~Crash~Type~Definitions~\it (continued)}$

Crash_Type_Basic (Crash Type Number)	Crash_Type_Description (Crash Type Description)	Definition
230	Disabled Vehicle-Related	The pedestrian was struck while near or next to a disabled vehicle (including a vehicle that had been in a crash) or while walking to or from a disabled vehicle. Note: Crashes involving pedestrians standing near tow trucks responding to the disabled vehicle are also included in this crash type.
240	Emergency Vehicle- Related	The pedestrian was struck while near an active emergency vehicle, by an active emergency vehicle, or by a vehicle being pursued.
250	Play Vehicle-Related	The pedestrian was struck while riding a play vehicle that was not a bicycle (e.g., skates, scooter, wagon, sled, etc.).
311	Working in Roadway	The pedestrian was working in the roadway when struck.
312	Playing in Roadway	The pedestrian was playing in the roadway when struck.
313	Lying in Roadway	The pedestrian was lying in the roadway when struck.
320	Entering/Exiting Parked Vehicle	The pedestrian was in the process of getting into or out of a stopped or parked vehicle. Note: Does not include crashes involving pedestrian crossing or other movements that occurred after the pedestrian exited the vehicle.
330	Mailbox-Related	Going to/from or standing at a mailbox or newspaper box.
341	Commercial Bus-Related	The pedestrian was struck crossing in front of a commercial bus stopped at a marked bus stop.
342	School Bus-Related	The pedestrian was struck going to or from or waiting at a school bus or school bus stop.
360	Ice Cream/Vendor Truck- Related	The pedestrian was struck going to or from an ice cream truck or other type of vehicle vending from the curb or roadside.
410	Walking Along Roadway With Traffic—From Behind	The pedestrian was walking/running along the roadway with traffic and was struck from behind.
420	Walking Along Roadway With Traffic—From Front	The pedestrian was walking/running along the roadway with traffic and was struck from the front.
430	Walking Along Roadway Against Traffic—From Behind	The pedestrian was walking/running along the roadway against traffic and was struck from behind.

 Table 10. Pedestrian Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Description (Crash Type Description)	Definition
	Walking Along Roadway	The pedestrian was walking/running along the roadway against traffic and was
440	Against Traffic—From	struck from the front.
	Front	
	Walking Along	The pedestrian was walking/running along the roadway, but there is insufficient
459	Roadway—	information to determine either the position or direction of the pedestrian at the
439	Direction/Position	time of the crash.
	Unknown	
460	Motorist Entering	The motor vehicle was turning into a driveway or alley and struck the pedestrian
400	Driveway or Alley	on a sidewalk/walkway or driveway crossing.
1.05	Motorist Exiting Driveway	The motor vehicle was exiting a driveway or alley and struck the pedestrian on a
465	or Alley	sidewalk/walkway or driveway crossing.
469	Driveway Crossing—	The pedestrian was on a driveway intersection when struck but there were other
	Other/Unknown	or unknown circumstances surrounding the crash from those described.
510	Waiting to Cross—Vehicle	The pedestrian was standing near the curb or roadway edge and waiting to cross
510	Turning	the roadway when struck by a turning vehicle.
520	Waiting to Cross—Vehicle	The pedestrian was standing near the curb or roadway edge and waiting to cross
320	Not Turning	the roadway when struck by a vehicle that was not turning.
	Waiting to Cross—Vehicle	The pedestrian was standing near the curb or roadway edge and waiting to cross
590	Action Unknown	the roadway when struck by a vehicle, but it could not be determined if the
		vehicle was turning or not.
610	Standing in Roadway	The pedestrian was standing in the roadway prior to the crash, but the crash
010		cannot be further classified.
620	Walking in Roadway	The pedestrian was walking in the roadway prior to the crash, but the crash
		cannot be further classified.
700	Nonintersection—	The crash occurred at a nonintersection location, but the actions of the
680	Other/Unknown	pedestrian prior to the crash cannot be determined.
690	Intersection—	The crash occurred at an intersection, but the actions of the pedestrian prior to
	Other/Unknown	the crash cannot be determined or it cannot be determined who failed to yield.

 ${\bf Table~10.~Pedestrian~Crash~Type~Definitions~\it (continued)}$

Crash_Type_Basic (Crash Type Number)	Crash_Type_Description (Crash Type Description)	Definition
710	Multiple Threat	The pedestrian entered the traffic lane in front of stopped or slowing traffic and was struck by a vehicle traveling in the same direction as the stopped or slowing traffic.
730	Trapped	The pedestrian was struck while crossing at a signalized intersection or signalized mid-block crossing when the light changed and traffic started moving.
741	Dash	The pedestrian ran into the roadway and was struck by a vehicle whose view of the pedestrian was not obstructed.
742	Dart-Out	The pedestrian walked or ran into the roadway and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.
760	Pedestrian Failed to Yield	The pedestrian failed to yield to the motorist.
770	Motorist Failed to Yield	The motorist failed to yield to the pedestrian.
781	Motorist Left Turn— Parallel Paths	The motorist was initially traveling on a parallel path with the pedestrian before making a left turn and striking the individual.
782	Motorist Left Turn— Perpendicular Paths	The motorist was initially traveling on a crossing path with the pedestrian before making a left turn and striking the individual.
791	Motorist Right Turn— Parallel Paths	The motorist was initially travelling on a parallel path with the pedestrian before making a right turn and striking the individual
792	Motorist Right Turn on Red—Parallel Paths	The motorist was initially traveling on a parallel path with the pedestrian before making a right turn on a red signal, and striking the individual.
794	Motorist Right Turn on Red—Perpendicular Paths	The motorist was initially traveling on a crossing path with the pedestrian before making a right turn on a red signal, and striking the individual.
795	Motorist Right Turn— Perpendicular Paths	The motorist was initially travelling on a crossing path with the pedestrian before making a right turn and striking the individual.
799	Motorist Turn/Merge— Other/Unknown	The motorist turned or merged, but either the approach paths or turn direction are unknown or do not fit with any of the described circumstances.
830	Off Roadway—Parking Lot	The motor vehicle struck a pedestrian in a parking lot.
890	Off Roadway— Other/Unknown	The motor vehicle struck a pedestrian off the roadway, but there were other or unknown circumstances surrounding the crash.

 Table 10. Pedestrian Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Description (Crash Type Description)	Definition
900	Other—Unknown Location	There is insufficient information to determine where the crash occurred.
910	Crossing an Expressway	The pedestrian was crossing a limited access expressway or expressway ramp.

Table 11. Pedestrian Crash Group Definitions

Crash_Group_Basic (Crash Group Number)	Crash_Group_Desc (Crash Group Description)	Definition
100	Unusual Circumstances	The crash involved a disabled vehicle, emergency vehicle or vehicle in pursuit, play vehicle, driverless vehicle, or the pedestrian was struck intentionally, was clinging to a vehicle, or was struck as a result of other unusual circumstances.
200	Backing Vehicle	The pedestrian was struck by a vehicle that was backing at the time.
310	Working or Playing in Roadway	The pedestrian was working or playing in the roadway.
340	Bus-Related	The pedestrian was struck while crossing/walking to a bus or bus stop or while waiting at a bus stop.
350	Unique Midblock	The crash was associated with a vendor truck, mailbox, or other roadside 'destination' that was not a bus, or the pedestrian was struck while entering or exiting a parked vehicle.
400	Walking Along Roadway	The pedestrian was standing or walking along the roadway on the edge of a travel lane, or on a shoulder or sidewalk.
460	Crossing Driveway or Alley	The pedestrian was crossing a driveway on a sidewalk crossing, shared-use path, shoulder, or edge of the travel lane.
500	Waiting to Cross	The pedestrian was standing on the curb or near the roadway edge waiting to cross the roadway when struck.
600	Pedestrian in Roadway— Circumstances Unknown	The pedestrian was standing, walking, or lying in the road right-of-way at an intersection or midblock location but the circumstances do not otherwise fit any previously described or are unknown.
720	Multiple Threat/Trapped	The pedestrian entered the roadway on a green signal or in front of standing or slowing traffic and was trapped when the signal changed and traffic started moving or was struck by a vehicle traveling in the same direction as the stopped traffic. Note: Multiple threat may occur at nonsignalized locations.
740	Dash/Dart-Out	The pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed or walked or ran into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

 ${\bf Table~11.~Pedestrian~Crash~Group~Definitions}~(continued)$

Crash_Group_Basic	_	Definition
(Crash Group	(Crash Group	
Number)	Description)	
750	Crossing Roadway—	The pedestrian was struck while crossing the roadway (not an expressway) by
750	Vehicle Not Turning	a vehicle that was traveling straight through.
790	Crossing Roadway—	The pedestrian was struck while crossing a non-expressway road by a vehicle
190	Vehicle Turning	that was turning or about to turn.
800	Off Roadway	The pedestrian was struck in a parking lot, driveway, open area or other or
800		unknown, nonroadway area (vehicle not backing).
910	Crossing Expressway	The pedestrian was on an expressway or expressway ramp when struck by a
		motor vehicle.
990	Other/Unknown—	The circumstances do not clearly fit any of the situations described or are
	Insufficient Details	unknown.

Table 12. Bicyclist Crash Type Definitions

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
111	Motorist Turning Error—Left	The motorist made a left turn, cut the corner and entered the opposing
	Turn	traffic lane.
112	Motorist Turning Error—Right Turn	The motorist made a right turn, swung too wide and entered the opposing traffic lane.
113	Motorist Turning Error—Other	The motorist made another type of turning error which led them into the path of the bicyclist.
114	Bicyclist Turning Error—Left Turn	The bicyclist made a left turn, cut the corner and entered the opposing traffic lane.
115	Bicyclist Turning Error—Right Turn	The bicyclist made a right turn, swung too wide and entered the opposing traffic lane.
116	Bicyclist Turning Error—Other	The bicyclist made another type of turning error which led them into the path of the motorist.
121	Bicyclist Lost Control— Mechanical Problems	The bicyclist lost control due to mechanical problems.
122	Bicyclist Lost Control— Oversteering, Improper Braking, Speed	The bicyclist lost control due to oversteering, improper braking, or speed too fast for conditions.
123	Bicylist Lost Control— Alcohol/Drug Impairment	The bicyclist lost control due to alcohol or drug impairment.
124	Bicyclist Lost Control—Surface Conditions	The bicyclist lost control due to surface conditions (sand, debris, potholes, ice, etc.).
129	Bicyclist Lost Control— Other/Unknown	The bicyclist lost control due to other or unknown circumstances.
131	Motorist Lost Control— Mechanical Problems	The motorist lost control due to mechanical problems.
132	Motorist Lost Control— Oversteering, Improper Braking, Speed	The motorist lost control due to oversteering, improper braking, or speed too fast for conditions.

 Table 12. Bicyclist Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
133	Motorist Lost Control— Alcohol/Drug Impairment	The motorist lost control due to alcohol or drug impairment.
134	Motorist Lost Control—Surface Conditions	The motorist lost control due to surface conditions (potholes, ice, etc.).
139	Motorist Lost Control— Other/Unknown	The motorist lost control due to other or unknown circumstances.
141	Motorist Drive-out Sign- Controlled Intersection	The motorist was facing the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist after stopping or yielding.
142	Bicyclist Ride-out—Sign- Controlled Intersection	The bicyclist was facing the sign or flashing signal and rode into the intersection and collided with the motorist after stopping or yielding.
143	Motorist Drive-through—Sign- Controlled Intersection	The motorist violated the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist.
144	Bicyclist Ride Through Sign- Controlled Intersection	The bicyclist violated the sign or flashing signal and rode into the intersection and collided with the motorist.
147	Multiple Threat—Sign- Controlled Intersection	The bicyclist entered a sign-controlled intersection in front of standing or slowing traffic and was struck by another vehicle whose view of the bicyclist was blocked.
148	Sign-Controlled Intersection— Other/Unknown	The crash occurred at a sign-controlled intersection but cannot be further classified.
151	Motorist Drive-out—Right Turn on Red	The motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist while attempting to make a right turn on red.
152	Motorist Drive-out—Signalized Intersection	The motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist.
153	Bicyclist Ride-out—Signalized Intersection	The bicyclist was facing the red signal, stopped, and then rode into the intersection and collided with the motorist.
154	Motorist Drive-through— Signalized Intersection	The motorist violated the signal and drove into the crosswalk area or intersection and collided with the bicyclist.

 Table 12. Bicyclist Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
155	Bicyclist Ride Through— Signalized Intersection	The bicyclist violated the signal and rode into the intersection and collided with the motorist.
156	Bicyclist Failed to Clear— Trapped	The bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a vehicle whose view was not obstructed by standing or stopped traffic.
157	Bicyclist Failed to Clear— Multiple Threat	The bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a motorist whose view of the bicyclist was obstructed by standing or stopped traffic.
158	Signalized Intersection— Other/Unknown	The crash occurred at a signal-controlled intersection but cannot be further classified.
159	Bicyclist Failed to Clear— Unknown	The bicyclist failed to clear the intersection and was struck by a motorist, but it is unknown whether the bicyclist was trapped in the intersection by a signal change or if there was a multiple threat situation or other circumstances surrounding the crash.
160	Crossing Paths—Uncontrolled Intersection	The crash occurred at an intersection not controlled by signs or signals.
180	Crossing Paths—Intersection— Other/Unknown	The crash involved a bicyclist and motorist on initial crossing paths but cannot be further classified.
211	Motorist Left Turn—Same Direction	The motorist turned left in front of a bicyclist going in the same direction.
212	Motorist Left Turn—Opposite Direction	The motorist turned left in front of a bicyclist coming from the opposite direction.
213	Motorist Right Turn—Same Direction	The motorist turned right in front of a bicyclist going in the same direction.
214	Motorist Right Turn—Opposite Direction	The motorist turned right in front of a bicyclist coming from the opposite direction.
215	Motorist Drive-in/Out—Parking	The motorist struck the bicyclist while exiting or entering on-street parking.

 Table 12. Bicyclist Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
216	Bus/Delivery Vehicle Pullover	The bicyclist was struck by a bus or delivery vehicle pulling into or away from the curb.
217	Motorist Right Turn on Red— Same Direction	The bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the same direction as the motorist.
218	Motorist Right Turn on Red— Opposite Direction	The bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the opposite direction as the motorist.
219	Motorist Turn/Merge— Other/Unknown	The motorist's turning maneuver is other than those described or is unknown.
221	Bicyclist Left Turn—Same Direction	The bicyclist turned or merged left in front of a motorist going in the same direction.
222	Bicyclist Left Turn—Opposite Direction	The bicyclist turned or merged left in front of a motorist coming from the opposite direction.
223	Bicyclist Right Turn—Same Direction	The bicyclist turned or merged right in front of a motorist going in the same direction.
224	Bicyclist Right Turn—Opposite Direction	The bicyclist turned or merged right in front of a motorist coming from the opposite direction.
225	Bicyclist Ride-out—Parallel Path	The bicyclist, initially on a sidewalk or other parallel path, rode into the roadway and into the path of a motor vehicle.
231	Motorist Overtaking— Undetected Bicyclist	The motorist was overtaking the bicyclist and failed to detect the bicyclist.
232	Motorist Overtaking— Misjudged Space	The motorist was overtaking the bicyclist and misjudged the width and distance required to pass the bicyclist.
235	Motorist Overtaking—Bicyclist Swerved	The bicyclist swerved or moved suddenly into the path of an overtaking vehicle.
239	Motorist Overtaking— Other/Unknown	The motorist was overtaking the bicyclist, but the specific circumstances surrounding the overtaking maneuver do not conform to the other situations described or are unknown.

 Table 12. Bicyclist Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
241	Bicyclist Overtaking—Passing on Right	The bicyclist struck a motor vehicle in the travel lane while passing on the right.
242	Bicyclist Overtaking—Passing on Left	The bicyclist struck a motor vehicle in the travel lane while passing on the left.
243	Bicyclist Overtaking—Parked Vehicle	The bicyclist struck a parked vehicle while passing.
244	Bicyclist Overtaking—Extended Door	The bicyclist struck an extended door on a parked vehicle while passing.
249	Bicyclist Overtaking— Other/Unknown	The specific circumstances surrounding the overtaking maneuver of the bicyclist do not conform to any of the situations described or are unknown.
250	Head-On—Bicyclist	The bicyclist was traveling the wrong way/wrong side and the two parties collided head-on.
255	Head-On—Motorist	The motorist was traveling the wrong way/wrong side and the two parties collided head-on.
259	Head-On—Unknown	The two parties collided head-on but it is unknown which party was traveling on the wrong side.
280	Parallel Paths—Other/Unknown	The crash involved a bicyclist and motorist on initial parallel paths but cannot be further classified.
311	Bicyclist Ride-out—Residential Driveway	The bicyclist rode into the roadway and into the path of a motor vehicle from a residential driveway.
312	Bicyclist Ride-out— Commercial Driveway/Alley	The bicyclist rode into the roadway and into the path of a motor vehicle from a commercial driveway or alley.
318	Bicyclist Ride-out—Other Midblock	The bicyclist rode into the roadway and into the path of a motor vehicle from a midblock area other than a driveway or alley.
319	Bicyclist Ride-out— Midblock—Unknown	The bicyclist rode into the roadway and into the path of a motor vehicle from an unknown midblock location.
321	Motorist Drive-out—Residential Driveway	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a residential driveway.

 Table 12. Bicyclist Crash Type Definitions (continued)

Crash_Type_Basic (Crash Type Number)	Crash_Type_Desc (Crash Type Description)	Definition
322	Motorist Drive-out—	The motorist drove into the roadway or sidewalk/driveway crossing area
322	Commercial Driveway/Alley	and into the path of a bicyclist from a commercial driveway or alley.
328	Motorist Drive-out—Other Midblock	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a midblock area other than a driveway or alley.
329	Motorist Drive-out— Midblock—Unknown	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist an unknown midblock area.
357	Multiple Threat—Midblock	The bicyclist entered the roadway in front of standing or slowing traffic at a mid-block location and was struck by a motorist traveling in the same direction as the stopped traffic, and whose view of the bicyclist was blocked.
380	Crossing Paths—Midblock— Other/Unknown	The crash involved a bicyclist and motorist on initial crossing paths at a midblock location but cannot be furter classified.
400	Bicycle Only	The crash involved a bicycle but no motor vehicle.
510	Motorist Intentionally Caused	The motorist intentionally caused the crash.
520	Bicyclist Intentionally Caused	The bicyclist intentionally caused the crash.
600	Backing Vehicle	The crash involved a motor vehicle that was backing and did not involve a play vehicle.
700	Play Vehicle-Related	The bicyclist was riding a child's vehicle such as a tricycle (not an adult tricycle), bicycle with training wheels, or "Big Wheel" type tricycle.
800	Unusual Circumstances	There were other unusual circumstances not defined above (e.g., bicyclist struck by falling cargo).
910	Nonroadway	The crash occurred off the street network (e.g., parking lots, driveways, alleys, trails, and other open areas). Note: crashes occurring on paved shoulders, bike lanes, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the nonroadway classification.
970	Unknown Approach Paths	There is insufficient information to determine the initial approach paths for the two vehicles.
980	Unknown Location	There is insufficient information to determine where the crash occurred.

Table 13. Bicyclist Crash Group Definitions

Crash_Group_Basic (Crash Group Number)	Crash_Group_Desc (Crash Group Description)	Definition
110	Loss of Control/Turning Error	Either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator. Note: Includes loss of control due to mechanical problems or operator
		error, or turning errors such as traveling into the opposing lane.
140	Motorist Failed to Yield— Sign-Controlled Intersection	The motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the sign or did not properly yield right-of-way to the bicyclist. Note: Crashes at traffic circles or roundabouts with yield control are included here.
145	Bicyclist Failed to Yield— Sign-Controlled Intersection	The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist. Note: Crashes at traffic circles or roundabouts with yield control are included here.
150	Motorist Failed to Yield— Signalized Intersection	The motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the signal or did not properly yield right-of-way to the bicyclist.
158	Bicyclist Failed to Yield— Signalized Intersection	The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the signal or did not properly yield right-of-way to the motorist.
190	Crossing Paths—Other Circumstances	The bicyclist and motorist were on intial crossing paths, but the crash cannot be further classified.
210	Motorist Left Turn/Merge	The motorist made a left turn or merge into the path of a bicyclist traveling in the same or opposite direction.
215	Motorist Right Turn/Merge	The motorist made a lright turn or merge into the path of a bicyclist traveling in the same or opposite direction.
219	Parking/Bus-Related	The bicyclist was struck by a motorist entering or exiting a parking space or by a bus or delivery vehicle pulling into or away from the curb.
220	Bicyclist Left Turn/Merge	The bicyclist made a left turn or merge into the path of a motor vehicle traveling in the same or opposite direction.

Table 13. Bicyclist Crash Group Definitions (continued)

Crash_Group_Basic (Crash Group Number)	Crash_Group_Desc (Crash Group Description)	Definition
225	Bicyclist Right	The bicyclist made a right turn or merge into the path of a motor vehicle
220	Turn/Merge	traveling in the same or opposite direction.
230	Motorist Overtaking	The motorist was overtaking the bicyclist at the time of the crash.
	Bicyclist	
240	Bicyclist Overtaking	The bicyclist was overtaking the motorist at the time of the crsah.
	Motorist	Note: This group includes crashes involving bicyclists striking parked
		cars or extended doors.
258	Head-On	Either operator was going the wrong way, and the two parties collided head-
		on.
290	Parallel Paths—Other	The bicyclist and motorist were on initial parallel paths, but the crash cannot
	Circumstances	be further classified.
310	Bicyclist Failed to Yield—	The bicyclist rode into the street from a nonintersection location (including
	Midblock	residential or commercial driveway or other midblock location) without
		yielding to the motorist.
320	Motorist Failed to Yield—	The motorist drove across the sidewalk or into the street from a
	Midblock	nonintersection location (including residential or commercial driveway or
		other midblock location) without yielding to the bicyclist.
600	Backing Vehicle	The motorist was backing up at the time the crash occurred.
850	Other/Unusual	There were unusual circumstances surrounding the crash, but the crash cannot
	Circumstances	be further classified.
910	Nonroadway	The crash occurred off the road network such as in a parking lot, driveway, on
		a multi-use path separated from the road right-of-way, in an open grassy area
		or yard, etc.
990	Other/Unknown—	There is insufficient information to determine where the crash occurred.
	Insufficient Details	

APPENDIX G: CRASH TYPING EXAMPLES

Contained in this appendix are 10 pedestrian crash reports and 10 bicycle crash reports that have been typed using PBCAT. These reports may be used as case study exercises for training on how to type crashes with the software. Provided at the end of each set of reports are the sequence of onscreen questions/directives encountered during the crash typing process and the correct responses. The answers shown are based on standard crash typing, not group typing. The report numbers that correspond to the answer sheets are found in the upper right-hand corner of the crash reports.

Accident Seque 6. Vehicle Maneuver/		st Harmful Event:	8. (OBJECT STRUCK (exclu	dina	28, Catch h	asin or culvert
Pedestrian Action:		RAN OFF ROAD	<u> </u>	another MV in traffic	-	on shoulder	
VEHICLE		1. Right		1. None	*		asin or culvert in
Stopped in travel lane		2. Left		2. Parked vehicle		median	aoiii oi oaivoit iii
Parked out of travel lane	ie.	3. Straight ahead		3. Bicycle, moped		30, Ditch ba	ank
Parked in travel lanes		NON-COLLISION		4. Pedestrian		31 Mailbox	AIR
Going straight ahead		4. Overturn		5. Animal			or fence post
5. Changing lanes or merg	ina	5. Other		6. Tree			ction barrier
6. Passing	y	COLLISION OF MI	WITH	7. Utility pole (with or	without light)	34. Crash c	
7. Making right turn		6. Pedestrian	•••••	8 Luminaire pole (non			bject (Write in
8, Making left turn		7. Parked vehicle		9 Luminaire pole (bre		narrative)	bjoot (TTINO III
9. Making U turn		8. Train		10. Official highway si		-	OBJECT STRUCK
10. Backing		9. Bicycle		(non-breakaway)	9	1. In road	ODGEG! GIROGR
11. Slowing or stopping		10 Moped		11. Official highway si	an (hreakaway)		road, 0-10 ft.
12. Starting in roadway		11. Animal		12. Commercial sign	gii (bieakaway)	-	road, 11-30 ft.
13. Parking		12. Fixed object		13. Guardrail end on s	houlder	-	road, over 30 ft.
-	n	13. Other object		14. Guardrail face on		5. Left of ro	
 Leaving parked positio Avoiding object in road 		COLLISION OF MI	•	15 Guardrail end in m			ad, 11-30 ft.
16. Other (describe)		WITH ANOTHER V		16. Guardrail face in n			ad, over 30 ft.
PEDESTRIAN		14. Rear end, slow		Non-Guardrail:	ileulali	8. None or	•
17. Crossing at intersection	_	15. Rear end, turn	or stop				
ŭ		•	rondum.	17, Shoulder ba		-	ahead, 0- 10 ft.
 Crossing not at. interse Coming from behind pa 		16. Left turn, same		19. Median bar		-	ahead, 11 -30 ft.
• .	rkea venicie	17. Left turn, differe	•			-	t ahead, over 30 ft.
20. Walking with traffic		18. Right turn same	•	20 Median barr	ier race	10. VEHICLE DEF	
21. Walking against traffic		19. Right turn, diffe	rent roadways	21, Bridge rail end		I Defective	
22. Getting on or off vehicl	е	20. Head on		22. Bridge rail face	·	2 Defective	•
23. Standing in road		21. Sideswipe		23. Overhead part of u	•	3. Defective	
24, Working in road		22. Angle		24. Pier on shoulder o		4 Detective	
25. Playing in road		23. Backing		25. Pier in median of u	•	5. Defective	
26. Lying in road				26. Abutment (support	ting	6 Other def	
27. Other in road				wall of underpass)			vn if defective
28. Not in road	E Drin	kingno test	4. Driveway p	27. Curb, median or tr	affic island 17. Road configi	8. No defec	21. Light Condition
. Vision Obstruction . None	3. INJURY CL		5. Alley Inters		Undivided, one		1. Daylight
. Vehicle windows	K-Kille		-	n of roadways	2. Undivided, two	•	2. Dusk
. Trees, crops, brush, etc.	A-Inca	pacitating	7. Non-Inters	ection median crossing	3. Divided	·	3. Dawn
. Building(s)	B-Noni	ncapacitating	-	ginning of divided highway	18. Road Surfac	e	Darkness (street lighted)
. Embankment		risible-But complaint	9. Interchang	•	1. Concrete	4-	5. Darkness (not street lighted
. Sign(s) . Hillcrest	of pain O-No ii		10. Interchan 11. Railroad	ge service road	Grooved concrSmooth Aspha		22. Weather 1. Clear
	5. Belt/Helme		12. Tunnel	crossing	Coarse Asphal		2. Cloudy
. Moving Vehicle(s)		e or not used		ite in narrative)	5. Gravel	•	3. Raining
Bllinded, headlights	2. Lap	only	14. No specia	al feature	6.Sand		4. Snowing
1. Blinded, sunlight	-	and shoulder	14. Road Ch		7. Soil		5. Fog, smog, smoke, dust
2. Blinded, other lights		d restraint system	1. Straight, le		8. Other	_	6. Sleet or hail 23. Traffic Control
Other (write in narrative) Unknown	7. If mo	otorcycle, Helmet in	 Staight, hil Straight, gr 		 Road Defects Loose material 		1. Stop sign
. Physical Condition		ble to determine	4. Straight, be		2. Holes, deep ru		2. Yield sign
	11. Locality		5. Curve, leve		3. Low shoulders		3. Stop and go signal
	1. Rural (<309		Curve, hillo		4. Soft shoulders		Flashing signal with stop si
•	•	6-70% developed)	7. Curve, gra		5. Other defects		5. Flashing signal without
		% developed) nant development	8. Curve, bott 15. Road Cla		 Under construct No defects 	Juon with defects	stop sign 6. RR gate and flasher
•	1. Farms, woo	_	1. Interstate		8. Under construc	ction, no defects	7. RR Flasher
	2. Residential		2. U.S. Route	•	20. Road Condit		8. RR crossbucks only
	Commercia		3. N.C. Route		1. Dry		9. Human control
	4. Institutional	I	4. State seco	•	2. Wet		10. Other (write in narrative)
	5. Industrial	4	5. Local stree		3. Muddy		11. No control present
•	13. Road Fea 1. Bridge	iture	6. Public vehi 7. Private roa	icular area ad, property or driveway	4. Snowy 5. Icy		
	i. Bridge 2. Underpass		16. Number		Other (write in	narrative)	
	3. Driveway P	u.u.e.	Enter "0" if pa		(,	

Figure 131. Codes for North Carolina Commission Report Forms

Date	Day of We	eek	County	Time	Loc	al Use/Patr	ol Area	s	REPORT NUM	BER
4/1/91	MONDA	17 6	UMBERLAIN	16:35					NUMBER	1
Month Day Year				(24 hr. Clock)					
Collision Occur	rred Near		AYETTEVILLE		_or _		м			Outside Municip.
c 4512 Ca a on (PVA) Ph	ampground armore	Rd.	unicipality (R.R. Crossing #) -		Miles	100	ft. N	ΠE
	, or Highway, Stree road, indicate on lir		vice				(0) ft-intersection	on) S	x w
i at or from	•	bo Rd.			ward					
n Use Highway Numb	er Street Name or	r Adiacent Count		E W	Use High	ıway Number St	treet Name	or Adjacent	County or State Line	ρ.
Ose mignway Humb	ci, olicci Name, oi	Adjacent Coun	ty of otate Line		OSC THIS	iway italiiber, or	acci Hame,	, or Adjacent	County of Clate Lin	•
Vehicle	1	X Hit a	& Run	v	eh. 2 🛚 🗡	Pedestr	rian	Hit &	Run	Other
1. Vision Obstruction	14	2. Physical	Condition 8	1. Vision Obstruct		1	2	. Physical (Condition	1
3. Intoxication	4	Restrictions		3. Intoxio	ation	1	R	estrictions		
Veh. Year	Veh. Make	Veh.	Type Code	Veh. Yea	ar	Veh. Make	e	Veh. T	ype Code	
-	Yes No	<u> </u>				Yes	No			
Commercial Vehicle		Trailer Type	Code	Commer	cial Vehicle	, \square		railer Type	Code	
Air Bag Deployed	$\vdash\vdash\vdash$	1st Trailer N			Deployed		1:	st Trailer N	o. of Axles	
Passenger	\vdash	Width			ssenger			Width		inches
Vehicle Driveable Post Crash File	\vdash	Lengt	No. of Axles	Post Cra	Oriveable sh File		Н,	Length nd Trailer N	No. of Axles	feet
Rollover		Width		ches Rollover	0		H	Width		inches
Hazardous Cargo		Lengt			us Cargo			Length	n	feet
Spilled		TAD		Sp	illed			TAD		
Crossed Median		Est. Damag		Crossed				st. Damag		
			Give iNjury Class,		et Usage	, Race/Sex	and A	ge of all	occupants in	the
space correspond	ing to the se		d (see codes at top).						
		Driver 1				Dri	VAL 2 D) adactria	n Othor	
Seat 4. Ini. C	lass 5. Bel	Driver 1 lt/Helmet	Race/Sex Ag	e Seat	4. Ini				n, Other Race/Sex	Age
Seat 4. Inj. C	lass 5. Bel	Driver 1 lt/Helmet	Race/Sex Ag	e Seat		. Class 5	ver 2, F . Belt/H		Race/Sex	Age
 	lass 5. Bel		Race/Sex Ag		nt					Age 19
Left Front Center Front	lass 5. Bel		Race/Sex Ag	Left Fro Center Front	nt	. Class 5			Race/Sex	
Left Front Center Front Right Front	lass 5. Bel		Race/Sex Ag	Left Fro Center Front Right Fro	ont	. Class 5			Race/Sex	
Left Front Center Front Right Front Left Front	lass 5. Bel		Race/Sex Ag	Left Fro Center Front Right Fro	ont nt	. Class 5			Race/Sex	
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Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. Occupants Ambulance Requested Injured Take to Points of Initial Contact (write in codes) Veh. 1 Veh. 2 16 Ped Accident Sequence 6. Vehicle Manuever/	20 19 20 19 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 2 2 1 2 2 1 2 2 1 2 2 2 1 2	Total If yes.	Number Injured , Ambulance Arrived At 15 15 14 3 17 17 17 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	Left Fro Centei Front Right Fro Left Fro Centei Rear Right Re Total No Serviced	ont	Class 5 C s (24 38 37 32 33 Roadwa 11. Locatity	Hour Clock	Total I	Number Injured 30 28 Bicycle, or Mopel 19. Road Defects 20. Road Condition	19
Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. Occupants Ambulance Requested Injured Take to Points of Initial Contact (write in codes) Veh. 1 Veh. 2 16 Ped Accident Sequence	No 20 19 21 20 19 2 13 2 1 3	Total If yes, 18 Cars/Small Th. 2 0 Ped. U	Number Injured , Ambulance Arrived At 15 15 14 3 17 17 17 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	Left Fro Centei Front Right Fro Left Fro Centei Rear Right Re Total No Serviced 20 19 12 19 12 19 10	ont	Class 5 C s (24 38 32 33 Roadwa	Hour Clock	Total I	Number Injured 30 28 Bicycle, or Mope 19. Road Defects 20. Road	19 29 29 3d 7
Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. Occupants Ambulance Requested Injured Take to Points of Initial Contact (write in codes) Veh. 1 Veh. 2 16 Ped Accident Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event	Passenger (Veh. 1 Vel. 1 Or F	Total If yes. Cars/Small Th. 2 OPed. UP7	Number Injured , Ambulance Arrived At 15 15 14 3 4 4 7rucks . No Contact 25. Rollo inderneath:22. Front 23. Contact 25.	Left Fro Center Front Right Fro Left Fro Center Rear Right Re Total No Serviced 20 19 17 16 16 16 16 16 16 16 16 16 16 16 16 16	ont	Class 5 C (24 38 37 32 33 Roadwa 11. Locatiity 12. Developm 13. Road Feat 14. Road Chai	Hour Clock My Inforr ent Type ture racter	Total I	Number Injured Number Injured 30 28 Bicycle, or Mope 19. Road Defects 20. Road Condition 21. Light	19 29 29 1 1 1
Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. Occupants Ambulance Requested Injured Take to Points of Initial Contact (write in codes) Veh. 1 Veh. 2 16 Ped Accident Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event 8. Object Struck	20 19 22 13 24 6 6 Passenger (Veh. 1 Vel or F	Total If yes. Cars/Small Th. 2 UPed. Speed Spee	Number Injured Ambulance Arrived At Injured I	Left Fro Centei Front Right Fro Left Fro Centei Rear Right Re Total No Serviced 20 19 12 16 15 17 Tractor- ver 26. Unkn Center 24. Rea Veh. 1 15 5	ont	S (24 Roadwa 11. Locatlity 12. Developm 13. Road Feat 14. Road Chal 15. Road Clas	Hour Clock 5. Belt/H Hour Clock 6. 5. 6. 6. M My Inforr ent Type ture racter racter ss	Total I	Number Injured Number Injured 28 Bicycle, or Mope 19. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic	19 29 27 1 1
Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. Occupants Ambulance Requested Injured Take to Points of Initial Contact (write in codes) Veh. 1 Veh. 2 16 Ped Accident Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event	Passenger (Veh. 1 Vel. 1 Or F	Total If yes. 18 18 77 11 10 9 18 2 0 Ped. U 27 Speed 6 Estimat Speed Estimat	Number Injured , Ambulance Arrived At Ambulance Arrived At Tucks No Contact 25. Rollo Inderneath:22. Front 23. C	Left Fro Centei Front Right Fro Left Fro Centei Rear Right Re Total No Serviced 20 19 12 16 16 16 16 16 16 16 16 16 16 16 16 16	ont	Class 5 C	Hour Clock Belt/H May Inforr ent Type ture racter ss f Lanes	Total I	Number Injured Number Injured 28 Bicycle, or Mopel 19. Road Defects 20. Road Condition 21. Light Condition 22. Weather	19 29 29 1 1 1 1 1

Figure 132. North Carolina Crash Report—Number 1

Circumstances Co	Driver 1 2 10. Pass stopped sch 11. Passing on hill 12. Passing on curve 13. Other improper pa 14. Improper lane cha 15. Use of improper turn 17. Improper on o sig 18. Improper vehicle of	Driver 1 2 19. Safe m 20. Follow 21. Impropassing 23. Unable ane 24. Left of 25. Right t 26. Other	novement violation by ing too closely Ar per backing ber parking a to determine center urn on red by	Vehicle 2 emoved to
Vehicle 1 was traveling N DIAGRAM	S E W	on		
INDICATE NORTH	• • • • • • • • • • • • • • • • • • •	1 9	- - - -	Skibo Rd.
DESCRIPTION VEHICLE #1 (UNKNOWN) IVEHICLE THEN, WITHOUT PUSHING SHOPPING CAR	STOPPING, DEPARTE	ED THE PARKING AF	O STRUCK LISTED REA. THE PEDES	

Figure 132. North Carolina Crash Report—Number 1 (continued)

Da	ate	Day	of Week	Cou	unty	Time	Loc	al Use/Pa	trol Area	s	REPORT NUM	BER
4/1	/91	1	NDAY	GUILI		16:12					NUMBER	2
Month E	Day Year	""	NDAI	J GOIL	OND	(24 hr. Cloci	κ)					2
L Colli	sion Occu In	Near		GREEN	SBORO		or		N	liles		Outside Municip.
C on	Private		ty	Municipality (P	.R. Crossing #		1		Miles	25	# 🔲 N	Y F
1 a 1			y, Street. (If rai		.iv. 01033ilig #		′—			20) ft-intersecti	ion) S	w
i atori	from	F	lardie St	reet	N S E	to W	ward		P	attersoi	n St.	
n _{Use H}	lighway Numb	er, Street N	ame, or Adjace	nt County or State	Line		Use High	hway Number,	Street Name	, or Adjacent	t County or State Lin	е
Х	Vehicle	1		Hit & Run		V	eh. 2	Pedes	strian [Hit 8	Run	Other
1. Vision Obstruction	<u> </u>	1	2. P	hysical Condition	1	1. Visior Obstruc		14	2	. Physical	Condition	8
3. Intoxicati	ion	1	Res	trictions	None	3. Intoxi	cation	4	R	estrictions		
Veh. Year	86	Veh. Mak	Chevy	Veh. Type Cod	le P	Veh. Ye	ar	Veh. Ma	ake	Veh.	Гуре Code	
		Yes	No					Yes	No			
Commercia	al Vehicle		X Trai	er Type Code		Comme	rcial Vehicle	• 🔲		railer Type	Code	
Air Bag De			X 1st	Frailer No. of Axl	es		Deployed	Ш	-		lo. of Axles	
	enger		X	Width	incl		ssenger	Ш		Width	_	inches
Vehicle Driv Post Crash		X	X 2nd	Length Trailer No. of Ax		et Vehicle Post Cra	Driveable	\vdash	Н,	Lengt	n No. of Axles	feet
Rollover	1 110		X	Width		hes Rollovei			H	Width		inches
Hazardous	Cargo		х	Length			us Cargo			Lengt		feet
Spille	d		x T	AD	None	Sı	oilled			TAD		
Crossed Me	edian		X Est.	Damage \$	0	Crossed	Median		E	st. Damag	e \$	
							et Usage	, Race/Se	ex and A	ge of all	occupants in	the
space co	orrespond I	ding to the			codes at top)	<u> </u>	I		river 2 F) - d + - i -	n Other	
Seat	4. Inj. C	lass 5	5. Belt/Hel	ver1 met Race	/Sex Age	Sea	t 4 Ini	. Class	5. Belt/H		n, Other Race/Sex	Age
Left Front	0		3			20 Left Fro		В	N/A		W/M	20
Center					,, <u> </u>	Cente			,,	•	***	
Front						Front	t .					
Right Front	0		1	0,	/M :	39 Right Fr						
Left Front Center						Left Fro						
Rear						Rear						
Right Rear						Right R	ear					
Total No. O	ccupants		2	Total Number	Injured	O Total No	. Occupant		N/A		Number Injured	1
Ambulance Injured Tak	Requested e to		No	If yes, Ambula	nce Arrived At	Service	d by	(2	4 Hour Clo	ck)		
Poin	ts of											
	Contact	21.	19 1	8 1/17	12/1	20 19 17	39	38 3	70*		_ 30	-
(write in	codes)		को रेड	=1		710			36		· \ \	
Veh. 1	Veh. 2	2[1	3[i2 11]id	915	2	15	40		35.	27		29
21	Ped	A	<u> </u>		<u>ا</u> لىرىدىدە	إبالح		 ~:	. 34	+ • • • • • • • • • • • • • • • • • • •	28	
		4.7	6 ! 7	1,8 .	14,000	5 6	31	32	3		. 20	
		Passe		Small Trucks			Trailers		M	lotorcyle,	Bicycle, or Mope	
Acci		Veh. 1	Veh. 2		ntact 25. Rollov h:22. Front 23. Ce			Roadw	ay Infor	mation	19. Road Defects20. Road	5
Sequ 6. Vehicle N			or Ped.	Unuemeal	I UIIL 23. U		Veh. 2	11. Locality	-	3	Condition	1
Ped Action		4	23			Veh. 1	or Ped.	12. Develop		2	21. Light	1
First HarrMost Har			6 (22)	Speed Limit (ead Estimated Origin		5		13. Road Fe 14. Road Cl		4	Condition 22. Weather	1
8. Object St		6 (21) 4	6 (23)	Speed Ongin	aı ı ı aveiling	20		15. Road Cl		7	23 Traffic	
9. Distance		2		Estimated Speed		20		16. Number	of Lanes	0	Control	11
Struck 10. Vehicle	Defects	7			Before Impact (ft.)	0 unk.		17. Road Co	_	<u>2</u> 5	Operating?	N N
TIO. VEHICLE	しつららい	· /	ī		impact (II)	uriK.	1	I TO. INDAU OL	ai iaut	Ü	Visible?	I IN

Figure 133. North Carolina Crash Report—Number 2

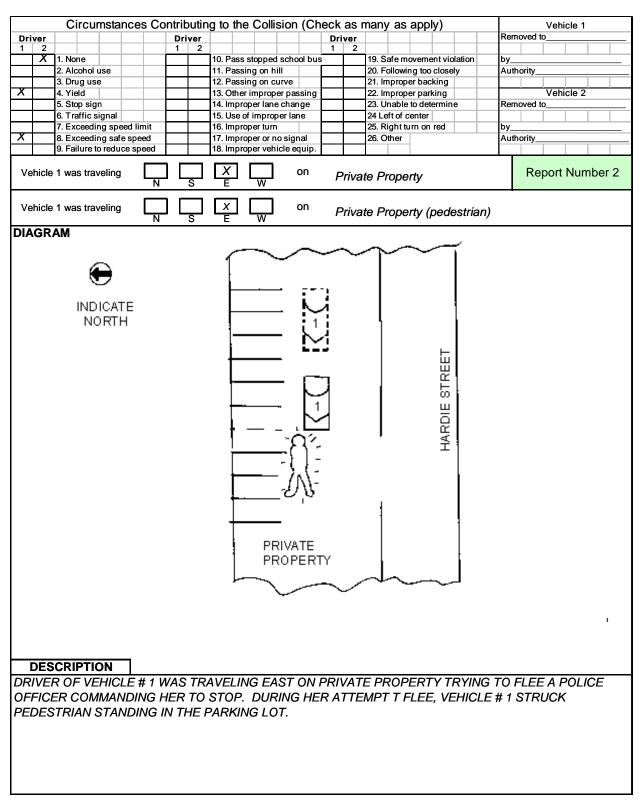


Figure 133. North Carolina Crash Report—Number 2 (continued)

Date	Day	of Week	County		Time	Loc	cal Use/F	Patrol Area	ıs	REPORT NUM	1BER
4/1/91	1 40	NDAY	GUILFOR	л I	17:45					NUMBER	2
Month Day Year	I ***	NDAT	GUILFUR		24 hr. Cloci	c)				NUMBER	3
I Collision Occu	rred		•							N E	Outside
o	Near		GREENSBO	RO		or _				s <u></u> w	Municip.
c on 205 Fra	anklin D	lud	Municipality (R.R. Cr	nesina #		1	_	Miles	178	# X N	□F
a on 205 Fra	r, or Highway	, Street. (If ra				′—	· —		0 ft-intersecti	on) S	H_,,
	road, indica	te on line)	Ī▽	т г	—— ₊ ,	ward				டு	Ш ^w
O at or from	1	Hahns La	ane 🔼	SE	₩"	waiu		E	. Marke	t St.	
n Use Highway Numb	oer, Street N	ame, or Adjac	ent County or State Line	-		Use Hig	jhway Numb	er, Street Name	, or Adjacent	County or State Li	ne
X Vehicle	1		Hit & Run		P	eh. 2	X Ped	estrian	Hit 8	Run	Other
1. Vision Obstruction	1	2. P	hysical Condition	1	1. Visio Obstruc		;	1 2	. Physical (Condition	1
3. Intoxication	1	Res	trictions	Vone	3. Intoxi	cation		F	Restrictions		
Veh. Year	Veh. Mak		Veh. Type Code		Veh. Ye		Veh.	Make	Veh 1	Type Code	
71		lkswago.		P	V 611. 1 6	aı	V 611.	wake	V 611.	ype code	
	Yes T	No		•			— Yes	No			
Commercial Vehicle	Ė.	_	ler Type Code		Comme	rcial Vehic		_	railer Type	Code —	
Air Bag Deployed		_	Trailer No. of Axles		_	Deployed			st Trailer N		
		- 1°°					_	l			
Passenger		<u>*</u>	Width	inch		assenger		l —	Width		inches
Vehicle Driveable	X		Length	fee	-	Driveable		<u> </u>	Lengtl		feet
Post Crash File		X 2nd	Trailer No. of Axles		Post Cra	ash File		2	nd Trailer I	No. of Axles	
Rollover		X	Width	inch	es Rollove	•			Width		inches
Hazardous Cargo		x	Length	fee	t Hazardo	us Cargo			Lengtl	h	feet
Spilled		х	AD No	ne	Sı	oilled			TAD		
Crossed Median		X Est.	. Damage \$	0	Crossed	l Median			st. Damag	e \$	
	TIONUN		•				a Dana/		•		- 46-0
OCCUPANT SEC					eit/Heim	et Usage	e, Race/	Sex and A	ge or an	occupants i	1 the
space correspond	aing to tr			s at top).				D.:	N	. 01	
0 1 1 1 2			iver 1					Driver 2, F			т.
Seat 4. Inj. C	lass 5	. Belt/He	met Race/Sex	C Age	Sea	t 4. In	j. Class	5. Belt/H	lelmet	Race/Sex	Age
Left Front 0		3	B/M	2	3 Left Fro	ont	Α	N/A	4	W/F	36
Center					Cente						
Front Right Front		3	B/F	2	9 Right Fr						1
Left Front			2,1		Left Fro						-
Center				+	Cente	r					
Rear Right Rear	-			+	Rear Right R						
·											
Total No. Occupants		2	Total Number Injured		lotaiNo	. Occupan	ເເຮ	N/A		Number Injured	1
Ambulance Requested		Yes	If yes, Ambulance A					(24 Hour Clo	CK)		
Injured Take to	Con	e Hospital	1200 N. Elm St. Gre	ensboro	Service	l by					
Points of											
Initial Contact	2	0 19 1	8 1/17	211	20 19	39	38	·37.		30	-
(write in codes)	×21		12		- 17		<u></u>	L.a.		. i "	ž
(write in codes)		77 . Tr	™ €16	1	7 I 💾			36,		A-C	<u>.</u>
Veh. 1 Veh. 2	2\rm \rm 1	312 11 10	9	2	15	40	' -	35.	27		50 29
0 Ped	A	2) /c	₹	3	∜بند			34	+ ***	٠,٠	
7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	4./	6 7	,8	14,00	5 6 8	31	32	33		28	!
	Passe	nger Cars/	Small Trucks		Tractor	Trailers		•	lotorcyle.	Bicycle, or Mop	ed
Accident		Veh. 2	0. No Contact	25. Rollove			Poor			19. Road Defect	
Sequence	Veh. 1	or Ped.	Underneath:22. F	ront 23. Ce	nter 24. Rea	ır	Road	lway Infor	mauon	20. Road	
6. Vehicle Manuever/	1		1		Vah 4	Veh. 2	11. Locali	ity	3	Condition	1
Ped Action	4	28			Veh. 1	or Ped.		opment Type	3	21. Light	
7. First Harmful Event		5	Speed Limit (each vehi	icle)	35		13. Road		14	Condition	1
7. Most Harmful Event	6	6	Estimated Original Trav				14. Road	Character	3	22. Weather	1
8. Object Struck	4		Speed	•	35		15. Road		5	23 Traffic	1 44
9. Distance to Object			Estimated Speed at Im	pact	30			er of Lanes	2	Control	11
Struck	3		Tire Impression Before		0		17. Road		2	Operating ⁴	?
10 Vehicle Defects	7	1	Distance Traveled Afte	r Impact (ff)	0		18 Road		3	Vicible	

Figure 134. North Carolina Crash Report—Number 3

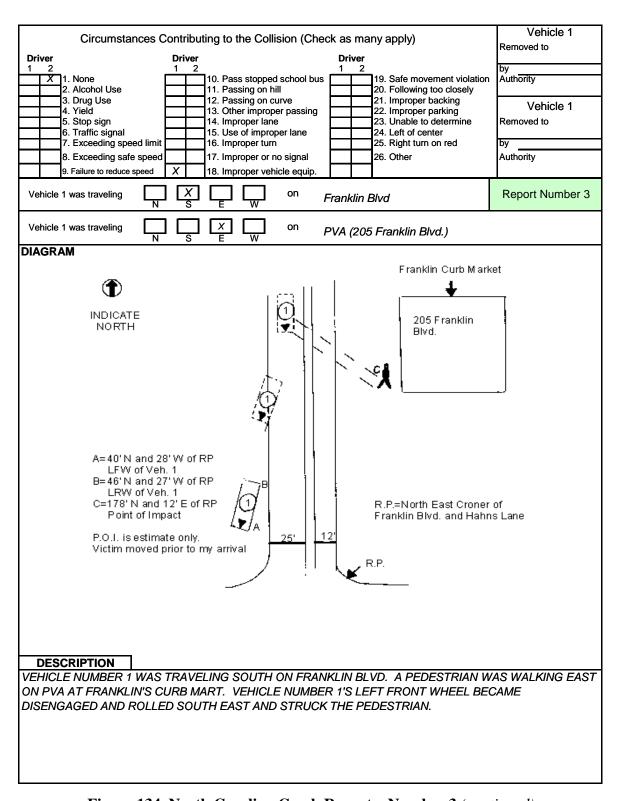


Figure 134. North Carolina Crash Report—Number 3 (continued)

	Date	Day	of Week		County		Time	Loc	al Use/F	Patrol Area	s	REPORT NUM	BER
4	/1/91		ONDAY		WAKE		17:04					NUMBER	4
Month	Day Year	101	ONDAT		WARE	(24 hr. Clock)					7
L Co	Ilision Occu	rred Near			GARNER			or _		N			Outside Municip.
С				Mu	nicipality			,			_	. — N	—
a on AVERSBORO RD. (R.R. Crossing #							·—	· —	Miles	O O ft-intersecti	ft. N	—‰	
	or from		cate on line)				Total	ward					'''
0			FOREST	DR.	N	SE	W			V	VADE A	VE.	
n _{Use}	Highway Numb	er, Street	Name, or Adjace	ent Count	y or State Line			Use Hig	hway Numb	er, Street Name	, or Adjacent	County or State Lin	е
X	Vehicle	1		Hit 8	k Run		□v(eh. 2	X Ped	estrian	Hit &	Run	Other
1. Vision Obstruct	on	1	2. P	hysical (Condition	1	Vision Obstruct		1	1 2	. Physical (Condition	1
3. Intoxic	ation	1	Res	trictions	 No	ne	3. Intoxid	ation	1	1 F	Restrictions		
Veh. Yea	ır 88	Veh. Ma	ake FORD	Veh. T	ype Code	P	Veh. Yea	ar	Veh.	Make	Veh. 1	Type Code	
_		Yes_	No			-	1 -		— Yes	No			
Commer	cial Vehicle			ler Type	Code		Comme	cial Vehicl			railer Type	Code	
Air Bag [Deployed		<i>X</i> 1st	Trailer N	o. of Axles		Air Bag I	Deployed		□ 1	st Trailer N	o. of Axles	
Pa	ssenger		X	Width		inch	es Pa	ssenger			Width		inches
Vehicle [Priveable	х		Length	·	fee	t Vehicle I	Oriveable			Lengtl	h	feet
Post Cra	sh File		<i>X</i> 2nd	Trailer N	No. of Axles		Post Cra	sh File	<u> </u>	²	nd Trailer I	No. of Axles	
Rollover		Ш	x	Width		inch	_			Щ	Width		inches
Hazardo	-	\blacksquare	<u>×</u> ,	Length		fee	_	us Cargo	-	ΙН	Lengtl	n	feet
Sp Crossed	illed Medien	\vdash		AD Damag	None)	Crossed	illed	-	l H.	TAD st. Damag	- ¢	
		TION							Paco/		•	e ३ occupants in	tho
					d (see codes		ewneilli	Usage	e, Nace/	Sex allu A	ge or an	occupants in	ııııe
орисс		<u>g</u> to		iver 1	- (0000 0000)	ш. тору.				Driver 2, F	Pedestria	ın, Other	
Seat	4. Inj. C	lass	5. Belt/Hel	met	Race/Sex	Age	Seat	4. Inj	j. Class	5. Belt/H		Race/Sex	Age
Left Fro	nt O		3		W/F	26	Left Fro	nt	С	N/A	4	B/F	25
Center Front							Cente Front	r					
Right Fro	ont O		3		W/M	3	Right Fro	ont					
Left Fro	nt O		4		W/M	6 mon.	Left Fro	nt					
Center Rear							Cente Rear	1					
Right Re	ar						Right Re	ar					
Total No	Occupants	<u> </u>	3	Total I	Number Injured	- 0	Total No	. Occupan	ts	N/A	Total	Number Injured	1
	ce Requested		Yes		Ambulance Arrive		10101110	. о ооофал		(24 Hour Clo			•
Injured T	ake to	Co	ne Hospital	•	. Elm St. Green		Serviced	by		, `	•		
Po	ints of				-								
Initial	Contact	21	20 19 1	3 /37		13/1	19 17	39	38	37.°		30	- -
`	in codes)	2	13112 11		6 5	Ţ -	7 🛗	40	-	36, 35.	27		<u>-</u> -i
Veh. 1		3	77 13	₫	14	<u> </u>	$\frac{1}{\sqrt{14}}$			34	******		≥ 29
2	Ped	41	5 8 7	.8		4.0		31	32	33		28	!
		Page	enger Cars/S	· Small Ti	nicke	32.	Tractor-	: Trailers	•	, M	lotorcyle I	Bicycle, or Mope	ad
Ac	cident	Veh.	I Veh 2	0.	No Contact 25.		r 26. Unkn	own	Pond			19. Road Defects	
Sec	uence Manuayar/	v C(1).	or Ped.	Uı	nderneath:22. Fror	nt 23. Cei	nter 24. Rea			lway Infor		20. Road Condition	1
6. Vehicle	Manuever/ on	8	17				Veh. 1	Veh. 2 or Ped.	11. Locali 12. Devel	ty opment Type	<u>3</u> 2	21. Light	
	armful Event		6		imit (each vehicle)		35		13. Road	Feature	6	Condition	1
7. Most F 8. Object	armful Event Struck	<u>6</u> 7	6	Estimate Speed	ed Original Traveli	ng	0		14. Road 15. Road	Character Class	<u>2</u> 4	22. Weather 23 Traffic	1
	ce to Object	8		Estimate	ed Speed at Impac		4		16. Numb	er of Lanes	4	Control	4
Struck	le Defects	8			ression Before Im Traveled After Im		0		17. Road 18. Road		2 4	Operating?	Y

Figure 135. North Carolina Crash Report—Number 4

Circumstances Contributing to the Collision (Check	as many apply)	Vehicle 1
Driver Driver	Driver	Removed to
1 2 1 2 1 2 1 2 1 2 1 2 2	1 2 19. Safe movement violation 20. Following too closely 21. Improper backing 22. Improper parking 23. Unable to determine 24. Left of center 25. Right turn on red	Vehicle 1 Removed to
8. Exceeding safe speed 17. Improper or no signal 9. Failure to reduce speed 18. Improper vehicle equip.	26. Other	Authority
Vehicle 1 was traveling N S E W on Av	ersboro Rd.	Report Number 4
Vehicle 1 was traveling N S E W on Av	ersboro Rd.	
DIAGRAM	•	
FORES INDICATE NORTH	ET DR.	
DESCRIPTION DRIVER #1 STATED THAT SHE STOPPED AT INTERSECTION	ON WAITED FOR AN OPENIN	IG IN TRAFFIC
DRIVER #1 STATED THAT SHE STOPPED AT INTERSECTION AND PROCEEDED TO TURN LEFT ONTO AVERSBORO RD		
PEDESTRIAN UNTIL SHE STRUCK HER. THE PEDESTRIAN OPENING IN TRAFFIC AND STARTED TO CROS THE ROAL DID NOT KNOW SHE WOULD PULL OUT. WITNESSES STATHE ROAD WHEN VEHICLE #1 PULLED OUT AND THEY CO	N STATED THAT WHEN THER D. SHE SAID SHE SAW VEH ‡ ATED THAT THE PEDESTRIAI	RE WAS AN ‡1 STOPPED AND

Figure 135. North Carolina Crash Report—Number 4 (continued)

Da	ate	Day	of Week		County		Time	Loc	al Use/F	Patrol Area	s	REPORT NUM	BER
4/1	/91	l MC	NDAY		WILKES		21:15					NUMBER	5
Month E	Day Year	IVIC	INDAT		WILKES	(2	4 hr. Clock)					NOMBLK	3
L Colli	sion Occu	rred										N E	Outside
•	In X	Near			/ILKESBOR	0		_or _	<u>7</u> .	70 N	liles X	s w	Municip.
C				Mu	nicipality		,						
a on	N.C. 18				(R.R. Cross	ing #)		1	2 Miles	0	ft. X N	┸
t High		, or Highwa road, indica	y, Street. (If rai ite on line)	mp or ser	vice					(() ft-intersecti	on) S	w
i at or			RP-111		X		tow	ard			RUP-11		
0			KF-III	4	N	S E	W				KUP-11	16	
n _{Use H}	lighway Numb	er, Street N	lame, or Adjace	ent Count	y or State Line			Use High	nway Numb	er, Street Name	, or Adjacent	t County or State Lin	е
X	Vehicle	1		Hit 8	k Run		Veh	1. 2 X	Ped	estrian	Hit 8	Run	Other
Vision Obstruction		1	2. P	hysical (Condition	8	Vision Obstruction	n	1	1 2	. Physical (Condition	1
3. Intoxicati	ion	1	Res	trictions	— No	ne	3. Intoxicat	tion	-	 1	estrictions		
							⊣					- 0 /	
Veh. Year	00	Veh. Mal			Гуре Code	_	Veh. Year		Veh.	Make	Veh. ⊺	Гуре Code	
	86		<u>lercedes</u>			<u> </u>			$ _{voc}$	No			
		Yes	No					-11/-61-	Yes	_			
Commercia		\vdash		iler Type			Commercia		• —		railer Type		
Air Bag De		\vdash			lo. of Axles		Air Bag De		-	├ ─┤¹		lo. of Axles	
	enger	_	X	Width		inche		enger	-	-	Width		inches feet
Vehicle Driv		$\stackrel{\sim}{\vdash}$	V 25d	Lengti		fee	Post Crash		-	│	Lengti		ieet
Post Crash Rollover	riie	\vdash	X 2nd	Width	No. of Axles	to the	-	ı FIIE	-	l ├ ──ऻ॔	nd Trailer i Width	No. of Axles	
Hazardous	Carao	\vdash	x	Lengti		inche	_	Cargo			Lengti		inches feet
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							elt/Helmet	Usage	, Race/	Sex and A	ge of all	occupants in	the
			he seat oc	cupied	Give iNjury C d (see codes a		elt/Helmet	Usage	, Race/				the
space co	orrespond	ling to t	he seat od Dri	cupied	d (see codes a	at top).				Driver 2, F	Pedestria	an, Other	
space co	4. Inj. C	ling to t	he seat od Dr 5. Belt/Hel	cupied	Race/Sex	at top).	Seat	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front	orrespond	ling to t	he seat od Dri	cupied	d (see codes a	at top).	Seat Left Front	4. Inj		Driver 2, F	Pedestria Ielmet	an, Other	
space co	4. Inj. C	ling to t	he seat od Dr 5. Belt/Hel	cupied	Race/Sex	at top).	Seat	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center	4. Inj. C	ling to t	he seat oo Dri 5. Belt/Hel	cupied	Race/Sex	at top).	Seat Left Front Center	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center Front	4. Inj. C	ling to t	he seat od Dr 5. Belt/Hel	cupied	Race/Sex W/F	Age 35	Seat Left Front Center Front	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center Front Right Front	4. Inj. C	ling to t	he seat oo Dri 5. Belt/Hel	cupied	Race/Sex W/F	Age 35	Seat Left Front Center Front Right Fron	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center Front Right Front Left Front	4. Inj. C	ling to t	he seat oo Dri 5. Belt/Hel	cupied	Race/Sex W/F	Age 35	Seat Left Front Center Front Right Front Left Front	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center Front Right Front Left Front Center	4. Inj. C	ling to t	he seat oo Dri 5. Belt/Hel	cupied	Race/Sex W/F	Age 35	Seat Left Front Center Front Right Front Left Front Center	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria Ielmet	an, Other Race/Sex	Age
Seat Left Front Center Front Right Front Left Front Center Rear	4. Inj. C	ling to t	he seat oo Dri 5. Belt/Hel	iver 1	Race/Sex W/F	Age 35	Seat Left Front Center Front Right Fron Left Front Center Rear Right Rear	4. Inj	. Class	Driver 2, F 5. Belt/F	Pedestria	an, Other Race/Sex	Age
Seat Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. O	4. Inj. C	ling to the	he seat oc Dri 5. Belt/Hel 1	ccupiec iver 1 Imet	Race/Sex W/F W/F	Age 35	Seat Left Front Center Front Right Fron Left Front Center Rear	4. Inj	. Class	Driver 2, F 5. Belt/h N/A	Pedestria	an, Other Race/Sex W/M	Age 23
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Seat Left Front Center Front Right Front Left Front Center Rear Right Rear Total No. O Ambulance Injured Tak	4. Inj. C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ling to the	he seat oc Dri 5. Belt/Hel 1 3	Total I	Race/Sex W/F W/F Number Injured Ambulance Arrive	Age 35	Seat Left Front Center Front Right Fron Left Front Center Rear Right Rear	4. Inj	. Class	Driver 2, F 5. Belt/h N/A	Pedestria	an, Other Race/Sex W/M	Age 23
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Seat Left Front Center Front Right Front Center Rear Right Rear Total No. O Ambulance Injured Tak Poin Initial C (write in Veh. 1 20 19 Acci Sequ 6. Vehicle N Ped Action 7. First Harr 7. Most Har 8. Object St	4. Inj. C 4. Inj. C 0 0 0 0 0 0 0 0 0 0 0 0 0	lass (2 Yes Wilke 1 3 3 2 Yes Venger Cars/S Veh. 2 or Ped. 20 6	Total I If yes, es Gerral I Total I O. Ur.	Race/Sex W/F W/F Number Injured Ambulance Arrive and Hospital rucks No Contact 25. Inderneath:22. Fror	Age 35 12 0 ed At Rollove nt 23. Cer	Seat Left Front Center Front Right Fron Left Front Center Rear Right Rear Total No. C Serviced b	4. Inj	. Class A 8 8 8 8 10 11. Locali 12. Devel 13. Road 14. Road 15. Road	N/A (24 Hour Clo 37, Mulway Informity opment Type Feature Character Class	Total lock) 27 Mation 1 1 1 7 3	Number Injured Bicycle, or Moper 19. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic	Age 23
Seat Left Front Center Front Right Front Center Rear Right Rear Total No. O Ambulance Injured Tak Poin Initial O (write in Veh. 1 21 20 19 Acci Sequ 6. Vehicle M Ped Action 7. First Harr 7. Most Har	Occupants Requested to to of codes) Veh. 2 Ped dent lence Manuever/ mful Event truck to Object	lass (2 Yes Wilke 20 19 1 33 2 Yes Wilke 20 19 1 31 31 31 31 31 31 31 31 31 31 31 31 3	Total I If yes, es Gerri	Race/Sex W/F W/F Number Injured Ambulance Arrive al Hospital rucks No Contact 25. Inderneath:22. Fror	Age 35 12 0 ed At Rollove nt 23. Cer pact (ft.)	Seat Left Front Center Front Right Fron Center Rear Right Real Total No. C Serviced b Tractor-Tr 26. Unknowner 24. Rear Veh. 1 45 35 35 0	4. Inj	. Class A 8 8 8 8 10 11. Locali 12. Devel 13. Road 14. Road 15. Road	N/A (24 Hour Clo 37. Mulway Informity opment Type Feature Character Class er of Lanes Config.	Total lock) 27 Mation 1 1 1 7	Number Injured Bicycle, or Mopel 19. Road Defects 20. Road Condition 21. Light Condition 22. Weather	Age 23

Figure 136. North Carolina Crash Report—Number 5

Circumstances Contributing to the Collision (Check as many apply)	Vehicle 1
Driver Driver Driver	Removed to
1 2 1 2 1 1 2 1 2 1 1 2 1 2 1 2 1 2 1 2 3 4 1 2 2 4 4 4 4 2 4 4 4 4 2 4 4 4 4 2 4 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 2 4 4 4 3 4 4 4 4 4 4 4 4 4 4 4 5 4 4 4 6 4 4 4 <td>by Authority</td>	by Authority
3. Drug Use 12. Passing on curve 21. Improper backing 4. Yield 13. Other improper passing 22. Improper parking 5. Stop sign 14. Improper lane 23. Unable to determine	Vehicle 2 Removed to
6. Traffic signal 15. Use of improper lane 24. Left of center 7. Exceeding speed limit 16. Improper turn 25. Right turn on red 8. Exceeding safe speed 17. Improper or no signal X X 26. Other Hit and run	byAuthority
9. Failure to reduce speed 18. Improper vehicle equip. Failed to yield	
Vehicle 1 was traveling N S E W on NC 18	Report Number 5
Vehicle 1 was traveling N X E W on NC 18	
DIAGRAM	
€	
INDICATE NORTH	
NC 18	
4 ft	
30.0	
20 ft	
4 ft.	X
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
PEDESTRIAN	
DESCRIPTION	
VEHICLE 1 WAS TRAVELING SOUTH ON NC 18 AND CAME UP BEHIND A PEDESTRIAN ON THE WHITE LINE AT THE SHOULDER OF THE ROADWAY. VEHICLE 1 STRUCK THI	
KNOCKING HIM TO THE RIGHT, DOWN THE SHOULDER OF THE ROADWAY. VEHICLE TRAVELING SOUTH ON NC 18 AND PROCEEDED TO THE DRIVER'S RESIDENCE. OPE	1 CONTINUED
AND HER SPOUSE RETURNED AND DROVE BY THE ACCIDENT SCENE TWICE APPROMINUTES LATER AND AGAIN FAILED TO STOP AT THE SCENE AND RETURNED TO HE	XIMATELY 20
NOTE: OPERATOR VEHICLE 1 CONTACTED LAW-ENFORCEMENT THE FOLLOWING N	

Figure 136. North Carolina Crash Report—Number 5 (continued)

			1 -									
Date	Day of	Week	Cou	nty	Time	•	Local	Use/Patrol	Areas		REPORT NUME	BER
4/2/91					15:0	2 I						
	TUES	SDAY	NEW HAI	VOVER							NUMBER	6
Month Day Year					(24 hr. Cl	ock)						
L Collision Occurr	ed										N E	Outside
	Near		WILMIN	GTON		0	r			files	s w	Municip.
▎°┡┷┉┖━	· —		Municipality	0,0,0								•
C			Municipality									
a on N. 30t	h St. (70	0 Blk)	(R.F	R. Crossing #)			Miles	50	ft. N	l IE
1 U ab Mount a			ramp or service	_		_	_	-	- 7	0 ft-intersect	tion)	
	road, indicate								`		''''' X S	l lw
i at or from		-		I X		towar	rd					
	CLA'	YTON P	LACE	بكب		J.coma.	•		Е	MORY	ST.	
•				_N S E	. w	_						
n Use Highway Numi	ber. Street N	ame. or Adi	acent County or Sta	ite Line		U	se Highw	vav Number. Si	reet Nan	ne. or Adiac	ent County or State	Line
	,		_									
Vehicle	1	X	Hit & Run			Veh. 2	2 X	Pedestria	an [Hit &	Run	Other
	•					1						
1. Vision		2 P	hysical Condition		1. Vis	ion			-	. Physical C	ondition	
Obstruction			yoloai Gollailioii		Obst	uction		1	_		01101011	1
3. Intoxication		 .		•	2 101	oxication						
3. IIItoxication		Res	trictions		3. 111	UXICALIUII		1	F	Restrictions		
								•				
Veh. Year	Veh. Make		Vob. Type Code		Veh.	Vaar —		Veh. Make		Vob T	ype Code	
ven. rear			Veh. Type Code	_	ven.	rear		ven. Make		ven. i	ype Code	
	(OLDS		P								
	Yes	No						Yes	No			
	<u> </u>	$\overline{}$		-	_				$\overline{}$		-	
Commercial Vehicle		X Trai	ler Type Code		Com	mercial Ve	ehicle			railer Type	Code	
Air Bag Deployed		X 1st	Trailer No. of Axles		Air B	ag Deploy	/ed		1	st Trailer No	o. of Axles	
		~	1401-141-						\vdash	1471-141-		
Passenger		X	Width	inc	hes	Passeng	ger	\vdash		Width		inches
Vehicle Driveable	x		Length	fe	et Vehic	le Driveal	ble			Length	1	feet
Post Crash File		x 2nd	Trailer No. of Axles		Post	Crash File	e			nd Trailer N	o. of Axles	
		-			_		-		-			
Rollover		х	Width	inc	hes Rollo	ver				Width		inches
Hazardous Cargo		x	Length	fe	et Haza	rdous Cai	rgo			Length	1	feet
Spilled		V 1	-AD	FC-D		Spilled				TAD		
•		-			_	-		\vdash	-			
Crossed Median		X Est.	Damage \$	UNK.	Cros	sed Media	an		E	st. Damage	\$	
OCCUPANT SECT	ION INST	RUCTIC	NS: Give iNim	v Class Relt	/Helmet	Usage	Race	/Sex and A	ne of	all	occupants in	the
			-	•	1 ICIIIICI	O Sugo	, itacc	OCX and A	gc oi	a	occupants n	
space correspondir	ig to the s		•	es at top).		-						
		Dr	iver 1					Driv	er 2, P	edestriar	n, Other	
Seat 4. Inj. Cl	ass 5.	Belt/Heli	met Race/	Sex Age	. Is	eat 4	4. Inj. C	Class 5.	Belt/H	elmet	Race/Sex	Age
Left Front					Left	Front	В	⁵	N/A	4	B/M	7
Center					Ce	nter						1
Front						ont						
					_							
Right Front					Righ	Front						
Left Front					Left	Front						
Center						nter						
Rear						ear						
Real					- "	cai						
Right Rear					Righ	Rear						
												<u> </u>
Total No. Occupants		1	Total Number Inj	ured	0 Total	No. Occu	ıpants		N/A	Total N	Number Injured	1
Ambulance Requested		No	If yes, Ambulanc	e Arrived At				(24 H	our Cloc	k)		
			, ,									
Injured Take to					Servi	ced by						
Doints of												
Points of	:	1 :		- N.	20 119	z i 39		38 1/37/*				
Initial Contact	21 20	19 1	8 1 17	\21 \ i	20 19	174	* '	38 1,37,			_ 30	•
(write in codes)	··········	<u>i !</u>	<u> </u>	<u>````````````````````````````````</u>	أشائر –	حصوري						\$ ·
(write in codes)	1	$\eta = \eta_1$	~ €19	1	711	16		36			- 	
Veh. 1 Veh. 2	2	12 11 10	915	2	(1	15	40	35.		27		29
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2 Ped	1.1	1 1	1. 1.	1	~	,,	-		•	*** '	28	1
	C 3	1 :	. 8 .	14,00	5 6	31		32 33			. 20	
	47 5	16 17	,		v ; v [3	1.5				
	4.4 5	6 5 7										
	Passen	; 6	Small Trucks			or-Trai			N	lotorcyle,	Bicycle, or Mop	
Accident		ger Cars/s Veh. 2		tact 25. Rollov				Dante			Bicycle, or Mop 19. Road Defects	
	Passen Veh. 1	Veh. 2	0. No Con		er 26. U	nknown		Roadway			19. Road Defect	s 7
Sequence		Veh. 2 or Ped.	0. No Con	tact 25. Rollov :22. Front 23. C	er 26. U	nknown Rear				mation	19. Road Defects 20. Road	
Sequence 6. Vehicle Manuever/		Veh. 2	0. No Con		er 26. U	nknown Rear 1 Ve	h. 2 1	1. Locality	/ Infor	mation 3	19. Road Defects 20. Road Condition	s 7
Sequence 6. Vehicle Manuever/ Ped Action	Veh. 1 8	Veh. 2 or Ped. 27	0. No Con Underneath	:22. Front 23. C	er 26. U enter 24.	nknown Rear 1 Ve	h. 2 1 Ped. 1	1. Locality 2. Developme	/ Infor	mation 3 2	19. Road Defects 20. Road Condition 21. Light	1
Sequence 6. Vehicle Manuever/	Veh. 1	Veh. 2 or Ped. 27	0. No Con	:22. Front 23. C	er 26. U enter 24.	nknown Rear 1 Ve	h. 2 1 Ped. 1	1. Locality	/ Infor	mation 3	19. Road Defects 20. Road Condition	s 7
Sequence 6. Vehicle Manuever/ Ped Action	Veh. 1 8	Veh. 2 or Ped. 27	0. No Con Underneath	:22. Front 23. C	er 26. U enter 24.	nknown Rear 1 Ve	eh. 2 <u>1</u> Ped. 1	1. Locality 2. Developme	/ Infor	mation 3 2	19. Road Defects 20. Road Condition 21. Light	1
Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event	Veh. 1 8 6	Veh. 2 or Ped. 27	No Con Underneath Speed Limit (each Estimated Origina	:22. Front 23. C	er 26. U enter 24.	nknown Rear 1 Ve	eh. 2 <u>1</u> Ped. 1	1. Locality 2. Developme 3. Road Featu 4. Road Char	/ Infor	mation 3 2 14 1	19. Road Defects 20. Road Condition 21. Light Condition 22. Weather	1 1 1
Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event 8. Object Struck	Veh. 1 8 6 6 4	Veh. 2 or Ped. 27	No Con Underneath Speed Limit (each Estimated Original Speed	:22. Front 23. C n vehicle) al Traveling	er 26. U enter 24.	nknown Rear 1 Ve	eh. 2 <u>1</u> Ped. 1 1	1. Locality 2. Developme 3. Road Featu 4. Road Chara 5. Road Class	Infor	mation 3 2 14 1 5	19. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic	1 1
Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event 8. Object Struck 9. Distance to Object	Veh. 1 8 6	Veh. 2 or Ped. 27	O. No Con Underneath Speed Limit (each Estimated Original Speed Estimated Speed	:22. Front 23. C n vehicle) al Traveling at Impact	ver 26. U enter 24. Veh.	nknown Rear 1 Ve	eh. 2 1 Ped. 1 1 1	1. Locality 2. Developme 3. Road Featu 4. Road Chara 5. Road Class 6. Number of	nt Type acter Lanes	mation 3 2 14 1 5 2	19. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic Control	1 1 1 1 11
Sequence 6. Vehicle Manuever/ Ped Action 7. First Harmful Event 7. Most Harmful Event 8. Object Struck	Veh. 1 8 6 6 4	Veh. 2 or Ped. 27	No Con Underneath Speed Limit (each Estimated Original Speed	:22. Front 23. Convehicle) al Traveling at Impact efore Impact (ft.)	ver 26. U enter 24. Veh.	nknown Rear 1 Ve	eh. 2 1 Ped. 1 1 1 1	1. Locality 2. Developme 3. Road Featu 4. Road Chara 5. Road Class	nt Type acter Lanes g.	mation 3 2 14 1 5	19. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic	1 1 1 1 11

Figure 137. North Carolina Crash Report—Number 6

Circumstances Contributing to the Collinian (Check on many or and A	Vehicle 1
Circumstances Contributing to the Collision (Check as many as apply) Driver Driver Driver	Removed to
1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	by Authority Vehicle 2 Removed to
6. Traffic signal 15. Use of improper lane 24. Left of center 7. Exceeding speed limit 16. Improper turn 25. Right turn on red 8. Exceeding safe speed 17. Improper or no signal X 26. Other Hit and run 9. Failure to reduce speed 18. Improper vehicle equip.	by
Vehicle 1 was traveling N S E W on N. 30th St.	Report Number 6
Vehicle 1 was traveling N S E W on N. 30th St.	
DIAGRAM	
INDICATE Emory St.	
NORTH North 30th St. (700 Block)	
Clayton	
DESCRIPTION	
PEDESTRIAN STATED THAT HE WAS CROSSING THE STREET AND VEH. #1, A COPPE OLDSMOBILE WAS PULLING OUT OF A PARKING LOT AND STRUCK HIM IN THE MIDD AND CONTINUED SOUTH ON N. 30th Street.	

Figure 137. North Carolina Crash Report—Number 6 (continued)

Di	ate	Day o	f Week		County		Time	Loc	cal Use/F	Patrol Area	s	REPORT NUM	BER
4/2	2/91	1			•		14:27						_
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Figure 138. North Carolina Crash Report—Number 7

	Vehicle 1
Circumstances Contributing to the Collision (Check as many as apply)	Removed to
Driver Driver 1 2 1 2	by
1. None 10. Pass stopped school bus 19. Safe movement violation 2. Alcohol Use 11. Passing on hill 20. Following too closely	
3. Drug Use 12. Passing on curve 21. Improper backing	Vehicle 2
4. Yield 13. Other improper passing 22. Improper parking 5. Stop sign 14. Improper lane 23. Unable to determine	Removed to
6. Traffic signal 15. Use of improper lane 24. Left of center 7. Exceeding speed limit 16. Improper turn 25. Right turn on red	by
8. Exceeding safe speed 17. Improper or no signal 26. Other	Authority
9. Failure to reduce speed 18. Improper vehicle equip.	
Vehicle 1 was traveling X S E W on FIRST ST.	Report Number 7
Vehicle 1 was traveling N S E W on	
DIAGRAM	
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INDICATE TO THE PROPERTY OF TH	
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WITNESS X	
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1 1	
MAIN STREET	
DESCRIPTION	
VEHICLE #1 WAS TRAVELING NORTH ON FIRST ST. DRIVER STATED THAT SHE HAD TRAFFIC LIGHT AND WAS DRIVING ALONG SEVERAL PARKED CARS WHEN SHE SAW	
COME OUT IN FRONT OF ANOTHER PARKED VEHICLE. SHE STATED SHE STOPPED.	
COULD. THE LITTLE GIRL FELL DOWN. THEN GOT UP AND RAN ACROSSTHE STREE	
FATHER OF THE GIRL STATED "MY DAUGHTER JUST RAN OUT IN FRONT OF THAT C	
VERY LUCKY." TWO OTHER WITNESSES STATED THAT THE VEHICLE DID NOT HAVE WHEN THE GIRL RAN OUT IN FRONT OF IT.	TIME TO STOP
THE SILE TO THE TROIT OF IT.	

Figure 138. North Carolina Crash Report—Number 7 (continued)

Dat	e	Day o	f Week		County		Time	Loc	al Use/F	atrol Area	ıs	REPORT NUM	BER
4/4/9	91		RSDAY	I MEG	ZI ENDLIE	,_ l	19:55					NUMBER	0
Month Da	v Year	I IHUI	RSDAY	MEC	KLENBUR		4 hr. Clock)					NUMBER	8
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Vehicle Drive	able		х	Length		feet	Vehicle D	riveable			Lengtl	h	feet
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							Front					5,	
Right Front Left Front Center							Front Right Fro Left Fron Center	nt					
Right Front Left Front							Front Right Fro	nt				5,	
Right Front Left Front Center							Front Right Fro Left Fron Center	nt				5,	
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Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Cc (write in c	Requested to s of ontact codes) /eh. 2 Ped	21, 20	yes iversity Me	If yes, Amemorial Ho	nbulance Arrive ospital, Chari ospital, Chari ospital, Chari ospital, Chari	ed At otte	Right Front Left Front Center Rear Right Rea Total No. Serviced	Occupan 20:05 by 39 40 31 5 Trailers	38	(24 Hour Clo	27	Number Injured 30 28 Bicycle, or Mopel 19. Road Defects	1 29
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Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Cc (write in c Veh. 1 V 1 2 3 Accide Seque 6. Vehicle Ma	Requested to s of contact codes) /eh. 2 Ped ent	2 1 20 2 1 3 2 2 4 6 Passer	yes iversity Me	If yes, Amemorial Ho	nbulance Arrive pospital, Chari Septimination of the septimination of th	ed At otte	Right Front Left Front Center Rear Right Rea Total No. Serviced 19 15 16 16 16 17 726. Unknoter 24. Rear	Occupan 20:05 by 39 40 Frailers own	38 32 Road	(24 Hour Clo	ck) 27 10torcyle, I	Number Injured 30 28 Bicycle, or Mopila 9. Road Defects 20. Road Condition	29 29 1
Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Co (write in c	tequested to s of ontact codes) /eh. 2 /ed. 2 /ed. a codes /en. codes /en. codes	21 20 20 21 2 2 2 2 2 2 2 2 2 2 2 2 2 2	yes iversity Me	If yes, Amemorial Ho	hbulance Arrive pspital, Charl Septimental, Charl beach ks contact 25. rneath:22. From	Rollover	Right From Left From Rear Right Rear Total No. Serviced Tractor-1726. Unknoter 24. Rear Veh. 1	Occupan 20:05 by 39 40 Frailers	38 32 Road	(24 Hour Clo	lotorcyle, l	Number Injured 30 28 Bicycle, or Mopilia. Road Defects 20. Road	1 29 29 and 7
Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Co (write in c Veh. 1 V 1 2 3 Accide Seque 6. Vehicle Ma Ped Action	Requested to s of ontact codes) /eh. 2 /ed ent nce unuever/ full Event	2 1 20 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	yes iversity Me	If yes, Amemorial Ho	hbulance Arrive pspital, Charl ks Contact 25. rneath:22. Fror	Rollover	Front Right Fro Left Fron Center Rear Right Rea Total No. Serviced 19 12 16 16 16 16 16 17 26. Unknot ter 24. Rear Veh. 1 45	Occupan 20:05 by 39 40 Frailers own	38 32 Road 11. Localii 12. Develu 13. Road	(24 Hour Clo	lotorcyle, I mation	Number Injured 30 28 Bicycle, or Mopile. Road Defects 20. Road Condition 21. Light	29 29 1
Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Cc (write in c Veh. 1 V 1 2 3 Accide Seque 6. Vehicle Ma Ped Action 7. First Harmf	tequested to s of ontact codes) /eh. 2 /eh. 2 /ed. a codes /ent codes /en	21 20 20 21 2 2 2 2 2 2 2 2 2 2 2 2 2 2	yes iversity Me	If yes, Amemorial Ho	hbulance Arrive pspital, Charl Septimental, Charl beach ks contact 25. rneath:22. From	Rollover	Right From Left From Rear Right Rear Total No. Serviced Tractor-1726. Unknoter 24. Rear Veh. 1	Occupan 20:05 by 39 40 Frailers own	38 32 Road 11. Localii 12. Develu 13. Road	(24 Hour Clo	lotorcyle, I mation 1 3 14	Number Injured 28 Bicycle, or Mop. 19. Road Defects 20. Road Condition 21. Light Condition	1 29 29 7 1 5 5 1
Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Co (write in c Veh. 1 V 1 2 3 Accide Seque 6. Vehicle Ma Ped Action 7. First Harm 7. Most Harm 8. Object Stru 9. Distance to	tequested to s of ontact codes) (eh. 2 Ped ent nce inuever/ inuever/ inuever/ inuever/ inuever inuever/ inueve	2 2 1 2 2 2 1	yes iversity Me	If yes, Amemorial Ho	bulance Arrive bspital, Charl ks co Contact 25. rneath:22. Fror t (each vehicle) Driginal Travelin	Rollover tt 23. Cen	Front Right Fro Left Fron Center Rear Right Rea Total No. Serviced 19 12 16 16 16 16 16 17 26. Unknot ter 24. Rear Veh. 1 45	Occupan 20:05 by 39 40 Frailers own	33 Road 11. Locali 12. Devel 13. Road 14. Road 15. Road	(24 Hour Clo	27	Number Injured 28 Bicycle, or Mopelia Road Defects 20. Road Condition 21. Light Condition 22. Weather	29 29 1 1 5 5
Right Front Left Front Center Rear Right Rear Total No. Occ Ambulance R Injured Take Points Initial Co (write in c Veh. 1 V 1 2 3 Accide Seque 6. Vehicle Ma Ped Action 7. First Harmf 7. Most Harmi 8. Object Stru	tequested to s of contact codes) /eh. 2 Ped ent nce nuever/ ful Event ful	2 1 2 2 2 2 2 2 1 3 3 4 4 5 6 Passer Veh. 1	yes iversity Me	If yes, Amemorial Homorial Hom	ks D Contact 25. rneath:22. Fror	Rollover t pact (ft.)	Right From Left From Center Rear Right Rear Total No. Serviced 19 12 15 16 15 14 16 16 16 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Occupan 20:05 by 39 40 Frailers own	33 Road 11. Locali 12. Devel 13. Road 14. Road 15. Road	(24 Hour Clo	27 Interpretation 1 3 14 1 2	Number Injured 30 28 Bicycle, or Moppling. Road Defects 20. Road Condition 21. Light Condition 22. Weather 23 Traffic	29 29 7 1 5 1

Figure 139. North Carolina Crash Report—Number 8

	Vehicle 1
Circumstances Contributing to the Collision (Check as many as apply)	Removed to
Driver Driver 1 2 1 2 1 2 1 2	by
1. None 10. Pass stopped school bus 19. Safe movement violation 2. Alcohol Use 11. Passing on hill 20. Following too closely	
3. Drug Use 12. Passing on curve 21. Improper backing 4. Yield 13. Other improper passing 22. Improper parking	Vehicle 2
5. Stop sign 14. Improper lane 23. Unable to determine	Removed to
6. Traffic signal 15. Use of improper lane 24. Left of center 7. Exceeding speed limit 16. Improper turn 25. Right turn on red	by
8. Exceeding safe speed 17. Improper or no signal 26. Other	Authority
9. Failure to reduce speed 18. Improper vehicle equip. Vehicle 1 was traveling X on U.S. 29	Report Number 8
Vehicle 1 was traveling N S E W On U.S. 29	Report Number 6
Vehicle 1 was traveling N S E W on	
DIAGRAM	
INDICATE	
NORTH	
	1
24'	
<u>△</u> 2	j
	*
$1 \rightarrow 1 \rightarrow$	
24	,
U.S. 29	*
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	4'
	1
DESCRIPTION	
VEH. #1 WAS TRAVELING NORTH ON U.S. 29. VEH. #2 WAS BEING PUSHED BY A PED	DESTRIAN ACROSS
U.S. 29 BECAUSE OF MOTOR TROUBLE. VEH. #1 DID NOT SEE VEH. #2 AND HIT VEH.	#2 IN THE RIGHT
SIDE. VEH. #1 AND VEH. #2 BOTH TRAVELED OFF THE RIGHT SIDE OF THE ROAD. V	EH. #1 HIT VEH. #3
WHICH WAS PARKED ON THE RIGHT SIDE OF U.S. 29 TO HELP VEH. #2.	

Figure 139. North Carolina Crash Report—Number 8 (continued)

				1 0 .		_ .	T .				
ט ן	ate	Day o	f Week	County		Time	Loc	al Use/Patrol Area	as I	REPORT NUM	BER
4/-	4/91	T1111	RSDAY	WAKE		19:55				NUMBER	0
Month	Day Year	Inui	KODA I	WANE	(24	hr. Clock)				NUMBER	9
		1			(24	III. CIUCK)				N I IF	
I - 1	lision Occu	-									Outside
0 X	ln	Near		RALEIGH			or _	•	Miles	s w	Municip.
С				Municipality							
I I	9.1	BLOUN'	T OT	(R.R. Crossing	. #) .	Miles	35'7"	# IN I	□F
u	ghway Number				·" ——		′—		0 ft-intersection		
t ""	griway Number	road, indicat		np or service				,	o it-intersection	"" <i>x</i> s	W
l i lato	r from		-			to	ward				
ا ا ا	110111	В	RANCH	ST.			vaiu		HOKE S	ST.	
1 "				<u> </u>	E	W					
n _{Use}	Highway Numb	er, Street Na	me, or Adjac	ent County or State Line			Use High	nway Number, Street Name	e, or Adjacent	County or State Line	е
	_			_							
X	Vehicle	1		Hit & Run		Ve	h. 2 λ	Pedestrian	Hit &	Run	Other
			_						-		
1. Vision		1	2. P	hysical Condition	1	1. Vision		8	2. Physical C	Condition	1
Obstructio		-			-	Obstruction	_		_		-
Intoxica	tion 5	(test giv	en) Res	trictions		3. Intoxica	ation	1	Restrictions		
	·	1001 9.1				l			_		
Veh. Year		Veh. Make	•	Veh. Type Code		Veh. Yea	r	Veh. Make	Veh. T	ype Code	
	87		Jeep		SUV					•	
		-,,			00 1	_		— _V			
		Yes	No					<u>Yes No</u>			
Commerci	ial Vehicle		X Trai	ler Type Code		Commerc	ial Vehicle	• <u> </u>	Frailer Type	Code	
Air Bag De	enloved		X 1st	Trailer No. of Axles		Air Bag D	enloved		1st Trailer N	o of Axles	
			<u> </u>			•		\vdash			
	senger		<u>×</u>	Width	inches		senger	\vdash	Width		inches
Vehicle Di	riveable	X		Length	feet	Vehicle D	riveable		Length	·	feet
Post Cras	h File		X 2nd	Trailer No. of Axles		Post Cras	h File		2nd Trailer N	lo. of Axles	
Rollover			<u> </u>	Width		1		-	Width	· · · · · · · · · · · · · · · · · · ·	
			Ĥ		inches			\vdash		-	inches
Hazardous	s Cargo		X	Length	feet	Hazardou	s Cargo	\square	Length	·	feet
Spill	led		x T	AD RFQ-0		Spil	led		TAD		
Crossed N	/ledian		X Est.	Damage \$ 0		Crossed	Median		= Est. Damage	\$	
				IONS: Give iNjury Cla		t/Helme	t Usage	, Race/Sex and A	ge of all	occupants in	the
space c	orrespond	ding to th	e seat or	cupied (see codes at	top).						
			Dr	iver 1				Driver 2,	Pedestria	n. Other	
Seat	4. Inj. C	lace 5	. Belt/He		Age	Seat	4 Ini	. Class 5. Belt/l		Race/Sex	۸۵۵
Seat		iass J				Seat		1			Age
Left Front	· 0		3	<i>B/M</i>	16	Left Fron	t .	B N/	A	B/M	12
Center	+			+		Center			-		
Front						Front					
TION	 										
Right Fron	ա Օ		3	<i>B/M</i>	17	Right Fro	nt				
	+						_		-		
Left Front	ì					Left Fron	t				
Center	1					Center					
Rear						Rear					
Right Rea	ır					Right Rea	ar				
Total No. (Occupants		2	Total Number Injured	0	Total No.	Occupant	S A1/A	Total N	Number Injured	1
						TOTAL INO.		14,71		tuniber injureu	
Ambulanc	e Requested		YES	If yes, Ambulance Arrived	At		19:24	(24 Hour Clo	ick)		
Injured Ta	ke to		WAKE	MEDICAL CENTER		Serviced	by				
D-1	-46										
	nts of		1	.1.	. 1 20	119 2 2 1	39	38 1/37/*			
Initial	Contact	21 20	19 1	* § 113	21 N	17.	3.	30 10 311		30	
(write i	n codes)		, i -	adarina ∵		7 7 18		20		: 1	
V-1-4		2 13	112 11 10	9 15		15	40	36, 35,	27		⋽ 29
Veh. 1	Veh. 2	1 - L	<u> </u>	2	: ├──	-,14		34			2) ¹ "
5	Ped		1 1	74 C	7	*** ***			***	28	
		4.7	6 7	,8°	4,-1	6	31	32 33		. 20	'
	1	Danne	C/	Small Tayaka			roiloro		Antonoulo F	Diamala as Mana	
Λοο	ridont	Passei		Small Trucks		Tractor-1		D. D. D.	notorcyte, E	Bicycle, or Mope	
	ident	Veh. 1	Veh. 2	No Contact 25. Re Underneath:22. Front 2			/WII	Roadway Infor	mation	 Road Defects Road 	/
	uence Manuary		or Ped.	Uniderneath:22. Front 2	zs. cente	ı ∠4. Kear	Vob 2	11. Locality		20. Road Condition	1
Ped Action	Manuever/	4	18		I \	/eh. 1	Veh. 2		3		
	rmful Event			Speed Limit (each vehicle)			or Ped.	12. Development Type	14	21. Light	4
r. First Ha	ımıuı Eveni		5	Estimated Original Traveling	-+	35		13. Road Feature 14. Road Character	14	Condition 22. Weather	1
7 Mac+ !!-									. /		
	ırmful Event	6	6	•	1.3	35-40			F		
8. Object S	rmful Event Struck	6 4	6	Speed	- 3			15. Road Class	5	23 Traffic	11
8. Object S 9. Distance	rmful Event Struck		6	Speed Estimated Speed at Impact		35		15. Road Class 16. Number of Lanes	2	23 Traffic Control	
8. Object S	armful Event Struck e to Object	4	6	Speed	ct (ft.)			15. Road Class		23 Traffic	

Figure 140. North Carolina Crash Report—Number 9

Circumstances Contributing to the Collision (Check as many as apply)	Vehicle 1
Driver Driver Driver	Removed to
1 2 1 2 1 2 1 2 1 2 1 2 1 2 2	by Authority Vehicle 2 Removed to
7. Exceeding speed limit 16. Improper turn 25. Right turn on red	by
8. Exceeding safe speed 17. Improper or no signal 26. Other 9. Failure to reduce speed 18. Improper vehicle equip.	Authority
Vehicle 1 was traveling N X E W on S. BLOUNT ST.	Report Number 9
Vehicle 1 was traveling N S E W on S. BLOUNT ST.	
DIAGRAM	
INDICATE NORTH STOPPED CITY BUS STOPPED CITY BUS S. BLOUNT STREET	BRANCH ST.
DESCRIPTION THE PEDESTRIAN WALKED IN FRONT OF A STOPPED CITY BUS TO CROSS THE STRE	EET, BUT FAILED
TO SEE VEHICLE 1 WHICH WAS TRAVELING STRAIGHT AHEAD AND WAS STRUCK AS VEHICLE 1 LANE OF TRAVEL. P.O.I.: 35'7" SOUTH OF SOUTH CURBLINE OF BRANCH WEST CURBLINE OF S. BLOUNT ST.	HE WALKED INTO

Figure 140. North Carolina Crash Report—Number 9 (continued)

D:	ate	Day o	f Week	County		Time	Loc	al Use/Patro	l Area	ıs	REPORT NUM	BER
4/5	5/91	FR	IDAY	GUILFORD		19:30					NUMBER	10
	Day Year		IDA I	1 OOILI OND	(2	24 hr. Clock)					10
	ision Occu In	rred Near		GREENSBOR	20		or		^	Ailes		Outside Municip.
Con	D1/4 (0)	200 11:	D-1-4 D41	Municipality (R.R. Cros	sina #		1	_	Miles	300	# MIN	□F
l a l	hway Number	, or Highway					′—	·	_	0 ft-intersect	ion) Y S	⊢,
1 : 1	from	road, indicat	•		П	To	ward				احتاء	*·
0 ""		W. ME	ADOWV	′IEW RD. ☐ N	SE	"	···a··a					
n _{Use F}	lighway Numb	er, Street Na	ame, or Adjace	ent County or State Line			Use Hig	hway Number, Stre	et Name	, or Adjacen	t County or State Lin	e
	Vehicle	1	X	Hit & Run			eh. 2	Pedestria	an [Hit 8	k Run	Other
 Vision Obstruction 	n	14	2. P	hysical Condition	8	 Vision Obstruct 		4	2	2. Physical	Condition	1
3. Intoxicat	ion	4	Res	trictions		3. Intoxio	ation	1	F	Restrictions	 .	
Veh. Year		Veh. Mak		Veh. Type Code		Veh. Yea	ar	Veh. Make		Veh.	Type Code	
		- Yes	No					Yes	No			
Commercia	al Vehicle		Trai	ler Type Code		Commer	cial Vehicl	e	П	railer Type	Code	
Air Bag De	ployed		1st	Trailer No. of Axles		Air Bag I	Deployed		1	st Trailer N	No. of Axles	
Pass	enger			Width	inche	es Pa	ssenger			Width	·	inches
Vehicle Dri	iveable			Length	fee	t Vehicle I	Driveable			Lengt	h	feet
Post Crash	File	Ш	2nd	Trailer No. of Axles		Post Cra	sh File		2		No. of Axles	
Rollover			\square	Width	inche	_				Width	·	inches
Hazardous	-	\vdash	Н.	Length	fee		us Cargo	\vdash		Lengt	h	feet
Spille		Ш		AD			illed	-		TAD		
Crossed M		<u> </u>		Damage \$		Crossed				st. Damag		
				IONS: Give iNjury (elt/Helme	et Usage	e, Race/Sex a	and A	ge of all	occupants in	the
space co	orrespond T	ing to th		cupied (see codes	at top).		1	Deite) - d 4 min	Other	
Soot	4. Inj. C	lace 5	. Belt/Hel	iver 1 met Race/Sex	Age	Seat	4 In			lelmet	an, Other Race/Sex	Λαο
Seat							_ f					Age
Left Front	unkno	wn	unknow	n unknown	unk.	Left Fro		С	N/A	4	W/F	37
Center Front						Cente Front						
Right From	t					Right Fro						
Left Front						Left Fro	nt					
Center Rear						Cente Rear	r					
Right Rear						Right Re	ar					
Total No. C	Occupants			Total Number Injured		Total No	. Occupan	ts	N/A	Total	Number Injured	1
	Requested		No	If yes, Ambulance Arriv	ed At				our Clo			
Injured Tal				•		Serviced	l by	<u> </u>		,		
Poir	nts of											
I	Contact	21. 20	19 1	8 <u>1</u> 413	12/1 2	19	39	38 37,•			_ 30	-
(write ir	n codes)		4) 	4	X	71111111	 -	36			\	
Veh. 1	Veh. 2	2(13	(i2(11)ig	915	2	15	40	35.		27		29
2	Ped	A	<u> </u>		3yr -	→		——— ~ ³⁴		***	28	
		4 / 5	6 ! 7	*8 .	4,	5 6 1	31	32 33			. 20	
		Passei		Small Trucks	D."	Tractor-		ī	M	lotorcyle,	Bicycle, or Mope	ed
	ident Jence	Veh. 1	Veh. 2 or Ped.	0. No Contact 25 Underneath:22. Fro				Roadway	Infor	mation	 Road Defects Road 	7
6. Vehicle I		1.4		Ondombaui.22. FIU	23. 381		Veh. 2	11. Locality		3	Condition	1
Ped Action		14	28		,	Veh. 1	or Ped.	12. Developmen		3	21. Light	2
7. First Har 7 Most Har	mful Event rmful Event	12	12	Speed Limit (each vehicle Estimated Original Travel		NP		13. Road Featur 14. Road Chara		3	Condition 22. Weather	1
8. Object S		35	35	Speed	y	5		15. Road Class	J.(J.)	6	23 Traffic	
9. Distance	to Object	4	4	Estimated Speed at Impa Tire Impression Before Im		5		16. Number of L		0	Control	11
Struck 10. Vehicle	Defects	8		Distance Traveled After Ir		0		17. Road Config 18. Road Surfac		3	Operating? Visible?	

Figure 141. North Carolina Crash Report—Number 10

Circumstances Contributing to the Collision (Check as many as apply)	Vehicle 1
Driver Driver Driver	Removed to
1 2 1 2	Vehicle 2 Removed to by Authority
Vehicle 1 was traveling X E W on PVA	Report Number 10
Vehicle 1 was traveling X S E W on PVA	
DIAGRAM	
INDICATE NORTH BATHROOM PEDESTRIAN	
3028 HIGH POINT RD.	
DESCRIPTION THE DRIVER OF VEH. #1 LEFT A SMALL CHILD UNATTENDED IN HER VEHICLE PARKEL THE BATHROOM AT 3028 HIGH POINT RD. AT THIS TIME, THE CHILD APPARENTLY PU	IT VEH #1 IN GEAR.
VEH. #1 THEN MOVED FORWARD STRIKING THE LADIES BATHROOM KNOCKING THE HINGES. A PEDESTRIAN WAS IN THE BATHROOM AT THE TIME AND WAS STRUCK WIBATHROOM DOOR.	

Figure 141. North Carolina Crash Report—Number 10 (continued)

Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes

Report No.	Screen Header	Question	Correct Response
1	Crash Location	Where did the crash occur?	Nonroadway Location
	Ped position—nonroadway	What was the position of the pedestrian when struck?	Other Nonroadway Areas
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	Backing Vehicle
	Backing Vehicle	Where did the backing vehicle strike the pedestrian?	In a Parking Lot
Crash Ty	vpe: Backing Vehicle—Parking Lot (N	umber 214)	
2	Crash Location	Where did the crash occur?	Nonroadway Location
	Ped position—nonroadway	What was the position of the pedestrian when struck?	Other Nonroadway Areas
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	Emergency Vehicle-Related
Crash Ty	ype: Emergency Vehicle-Related (Num	ber 240)	
3	Crash Location	Where did the crash occur?	Nonroadway Location
	Ped position—nonroadway	What was the position of the pedestrian when struck?	Other Nonroadway Areas
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	Other Unusual Circumstances

Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes (continued)

Report No.	Screen Header	Question	Correct Response
Crash Ty	pe: Other Unusual Circumstances (Nu	imber 190)	
4	Crash Location	Where did the crash occur?	Intersection
	Ped position—intersection or	What was the position of the	Within a Crosswalk, Marked or
	intersection-related	pedestrian when struck?	Unmarked
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	None of the Above
	Unusual Pedestrian Action Crash	The pedestrian was struck while performing which of the following actions:	None of the Above
	Intersection Crash—Typical	Which of the following best describes	Crossing the Roadway or In the
	Pedestrian Action	the pedestrian action at the time of the crash?	Roadway
	Crossing/In Roadway—Intersection	Which of the following best describes the circumstances of the crash?	Turn/Merge
	Turn/Merge—Intersection	Which of the following best describes the circumstances of the crash?	Left Turn—Parallel Paths
Crash Ty	pe: Motorist Left Turn—Parallel Patl	ns (No. 781)	

Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes (continued)

Report No.	Screen Header	Question	Correct Response
5	Crash Location	Where did the crash occur?	Nonintersection Location
	Ped position—nonintersection	What was the position of the pedestrian when struck?	On a Roadway, in a Travel Lane
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	None of the Above
	Unusual Pedestrian Action Crash	The pedestrian was struck while performing which of the following actions:	None of the Above
	Nonintersection Crash—Typical Pedestrian Action	Which of the following best describes the pedestrian action at the time of the crash?	Walking Along Roadway
	Walking Along Roadway – Nonintersection	The pedestrian was:	Walking/running with Traffic and Was Struck from Behind
Crash Ty	pe: Walking Along Roadway With Tr	raffic—From Behind (Number 410)	

Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes (continued)

Report No.	Screen Header	Question	Correct Response
6	Crash Location	Where did the crash occur?	Nonintersection Location
	Ped position—nonintersection	What was the position of the pedestrian when struck?	On a Roadway, in a Travel Lane
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	None of the Above
	Unusual Pedestrian Action Crash	The pedestrian was struck while performing which of the following actions:	None of the Above
	Nonintersection Crash—Typical Pedestrian Action	Which of the following best describes the pedestrian action at the time of the crash?	Crossing the Roadway or In the Roadway
	Crossing/In Roadway – Nonintersection	Which of the following best describes the circumstances of the crash?	Turn/Merge
	Turn/Merge—Nonintersection	Which of the following best describes the circumstances of the crash?	Turn/merge—Other/Unknown
Crash Ty	pe: Motorist Turn/Merge—Other/Unl	known (Number 799)	

 Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes (continued)

Report No.	Screen Header	Question	Correct Response
7	Crash Location	Where did the crash occur?	Intersection-related
	Ped position—intersection or	What was the position of the	On a Roadway, in a Travel Lane
	intersection-related	pedestrian when struck?	
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action Crash	The crash involved which of the following vehicle types or vehicle actions:	None of the Above
	Unusual Pedestrian Action Crash	The pedestrian was struck while performing which of the following actions:	None of the Above
	Intersection Crash—Typical	Which of the following best describes	Crossing the Roadway or In the
	Pedestrian Action	the pedestrian action at the time of the crash?	Roadway
	Crossing/In Roadway—Intersection	Which of the following best describes the circumstances of the crash?	Dart-Out
Crash Ty	pe: Dart-Out (Number 742)		
8	Crash Location	Where did the crash occur?	Nonintersection Location
	Ped position—Nonintersection	What was the position of the pedestrian when struck?	On a Roadway, in a Travel Lane
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle Action	The crash involved which of the	Disabled Vehicle-Related
	Crash	following vehicle types or vehicle	
		actions:	
Crash Ty	pe: Disabled Vehicle-Related (Number	r 230)	

Table 14. Correct Responses to the Crash Typing Logic for the 10 Sample Pedestrian Crashes (continued)

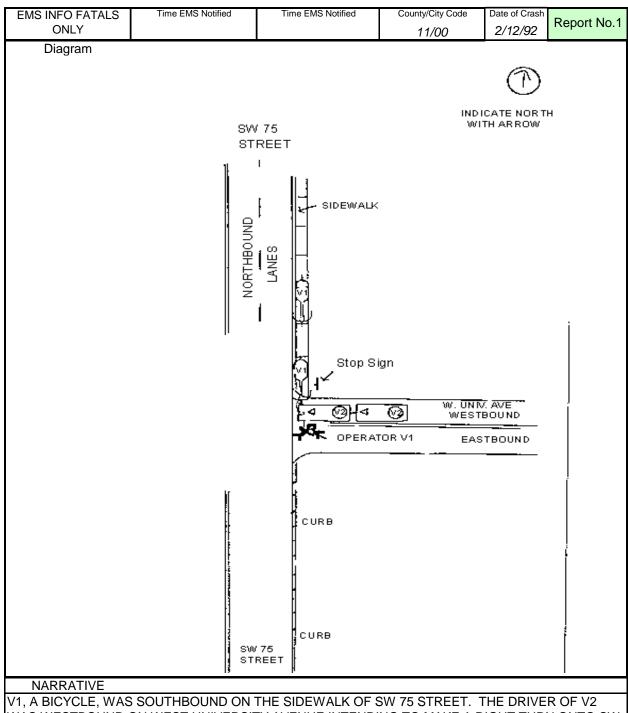
Report No.	Screen Header	Question	Correct Response
9	Crash Location	Where did the crash occur?	Intersection
	Ped position—Nonintersection	What was the position of the	On a Roadway, in a Travel Lane
		pedestrian when struck?	
	Unusual Circumstances Crash	The crash was the result of which of	None of the Above
		the following unusual circumstances:	
	Unusual Vehicle Type/Vehicle Action	The crash involved which of the	None of the Above
	Crash	following vehicle types or vehicle	
		actions:	
	Unusual Pedestrian Action Crash	The pedestrian was struck while	Commercial Bus-Related
		performing which of the following	
		actions:	
Crash Ty	vpe: Commercial Bus-Related (Numbe	r 341)	
10	Crash Location	Where did the crash occur?	Nonroadway Location
	Ped position- Nonroadway	What was the position of the pedestrian when struck?	Other Nonroadway Areas
	Unusual Circumstances Crash	The crash was the result of which of the following unusual circumstances:	None of the Above
	Unusual Vehicle Type/Vehicle	The crash involved which of the	Driverless Vehicle
	Action Crash	following vehicle types or vehicle	
		actions:	
Crash Ty	ype: Driverless Vehicle (Number 220)		

_		_						_				- T -				
	Date of Crash 2/12/92	T	ime of Cr	ash <i>:20</i> _PM		Office			ime 12 AN		er Arrived	Agenc	y Report No	REPO	eport No.	
ë	County/City Cod	do Foot o	AM <u>/</u> rMiles	.20_FIV	1 10:01 N	AM S			or To			In City/	Town?	County	KII	
ocat	11/00	Je Feet 0	i Willes	1.0	"	٥					ILLE, FL	ш Спу	I OWIL!	ALACH	I A	
- ⊗	No. of Lanes		Divided O	n street,	Road, c	or High		^	OAIN	LOV		== 0:		//L//O//	///	
Time & Location	4	X Und	divided								S	W. 75 S	IKEEI			
-	At Intersection	of W IIN	IVER. AV	FNIIF	N	S	Е	W Fee	t/Mile	s of I	ntersectio	n				
		W. ON	IVEN. AV	LNOL												
	1 Phantom	1	Year	Ma	ake	1	уре	U:	se	,	2 3 4	15161	POI	NT OF IMI	PACT	11
	iver 2 Hit & Ru	n 3		Car	nnon					\ \frac{1}{2}			⁷ Circl	e Area of	Damage	14
AC	tion 3 N/A		92	l Di	ale		10			1 ((15 ((16 17	8	adaraariaa.	19 overturn	_
	Vehicle Travelin	va	N X	s	E	1	N	On		1	4 13 12	11 / 10	9			
L	venicle mavelii	ig	" <u> </u>	」。		Ш,		OII			• •	· · ·		indshield 2 1 Disablind	1 Fire 22 Tr	ailer
1	l										ed Speed	Estimated	d Damage	2 Function		l
<u>o</u>		SID	EWALK	(/	^{AT} 1	5 Est.	MPH		40	\$	50	3 No Dama	age	
Vehicle							•					*		Vehicle F	emoved B	У
Ϋ́	BAC TEST		Re	sults A	L /Drugs	Phys.	Def.	Res.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rota	ation
	1 Blood 3 Urir	ne `		./^		۱ ,					١,	ا م	١ ,	_	2 Tow Own	ier's
	2 Breath 4 Ref	usec 5 No	ne ^	I/A	1	1		1		1	1	3	1	2	3 Driver	「一
		1 None	3 Explosiv	es 5	Corrosive	e Materia	al 7	Other			Driving Abi	lity Question	able 1 Yes	2	4 Other	3
Ped	Hazardous Mat.	2 Flam. Liq		ison. Gas		dioactiv			1		,	END RE-EX		3 NA	•	Щ.
Ë	Transported 1 Phantom			_		_		-						NT OF IMI	DACT	
Dri	iver 2 Hit & Ru		Year	I IVI	ake	'	уре	"	se	_2	$2 \frac{3}{4}$	5 6	7			2
Ac	tion	"	88	Hy	/un		1			1	(15)((16 17	8	e Area of	•	
	3 N/A			1		<u> </u>				/		-"- -}		ndercarriage	e 19 overturn	1
	Vehicle Travelin	ng	N	_s	E	X \	N	On		1-	4 13 12	11 10	⁹ 20 W		1 Fire 22 Tr	ailer
2										Post	ed Speed	Estimated	d Damage	1 Disabling 2 Function		l
Ф		W. Univ	/er. Ave	nue		1	AT .	Est.	MPH		30	\$	150	3 No Dama		
Vehicle							,	,			30	Ψ	130	Vehicle F	emoved B	у
Se	BAC TEST		Re	sults A	L /Drugs	Phys.	Def.	Res.	Ra	се	Sex	lnj.	S. Equip	Eject	1 Tow Rota	ation
	1 Blood 3 Urir	ne S	⁵	.,,		Ι,			١.	_	١ .		_		2 Tow Own	ier's
	2 Breath 4 Ref	usec 5 No	ne ^	I/A	1	1		1	2	2	2	1	2	1	3 Driver	
		1 None	3 Explosiv	es 5	Corrosive	e Materia	al 7	Other			Driving Abi	lity Question	able 1 Yes	2	4 Other	3
Ped	Hazardous Mat.	2 Flam. Liq		ison. Gas		dioactiv			1		,	END RE-EX		3 NA		
<u> </u>	1 Phantom		Year	1					20					NT OF IMI	PACT	
Dri	iver 2 Hit & Ru		rear	I IVI	ake	'	уре	"	se	_2	$\frac{2}{3}$	5 6	7	e Area of	-	l
Ac	tion	'' <u> </u>								1	15 ((16 17	8		J	<u> </u>
	3 N/A	_			I-		A./				4 13 12	11 10	o -		19 overturn	
	Vehicle Travelir	ig	N	s	E	Ш'	N	On		_	• •			indshield 2 1 Disabling	1 Fire 22 Tr	ailer
	l						_	_		Post	ed Speed	Estimated	d Damage	2 Function		l
<u>o</u>						,	ΑT	Est.	MPH			\$		3 No Dama		<u> </u>
Vehicle												Ť		Vehicle F	emoved B	У
۶	BAC TEST		Re	sults A	L /Drugs	Phys.	Def.	Res.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rota	ation
	1 Blood 3 Urir	ne													2 Tow Own	er's
	2 Breath 4 Ref	usec 5 No	ne			<u> </u>							<u> </u>		3 Driver	
ъ		1 None	3 Explosiv	es 5	Corrosive	Materia	al 7	Other			Driving Abi	lity Question	able 1 Yes	3	4 Other	L
Pe	Hazardous Mat. Transported	2 Flam. Liq	uid 4 Po	ison. Gas	6 Ra	dioactiv	e Mater				RECOMME	END RE-EX	AM 2 No	3 NA]	
Ve	ehicle Type	Ve	nicle Us	e	Trai	ler Ty	ре	Physic	cal L) e fe	cts	Alcohol/L	Orug Use	-	Location	1
	utomobile	01 Private	-		01 Single			1 No De					g or using o	-	(in Vehic	
	assenger Van	02 Comme		-	02 Tande		ıi	2 Eyesig					der Influend		4 5	
	ckup/Light Truck	03 Commo	ercial Carg Fransporta		Traile 03 Tank			3 Fatigu 4 Hearin		-			der Influence Drugs-Unde		1 Front Left 2 Front Cen	
	ear tires)	04 Public 05 Public			os rank 04 Saddl		t/	4 Hearin 5 Illness	a nei	UUI	4	Influence	v.uys-∪IIUB	•	2 Front Cen 3 Front Righ	
04 M rear t	edium Truck (4 ires)	06 Private			Flatb		-	6 Seizur	e, Epi	lepsy.	. 5	Had Been	Drinking		4 Rear Left	
	,	07 Ambula			05 Boat			Blackout					AC Test Res	sult	5 Rear Cen	
	rear axles)	08 Law En	forcement	ŀ	06 Utility	Trailer		7 Other	Physic	al De	efect				6 Rear Righ	nt
	ruck Tractor (Cab)				07 House		r			_		Safety I	Equipme	nt	7 Body of tr	
	otor Home (RV)	10 Military	overnmen		08 Pole ¹ 09 Towe		ما	1 White	Rac	0 Hispa	nic 4	Not in use	٠٩		8 Bus Pass	enge
08 Bu		77 Other	overninen		77 Other		16	2 Black		nispa Other			Shoulder H	arness	9 Other	
09 Bi	cycle otorcycle		L Type			siden	се	Requir		J IOI		Child Rest		000	Ejecte	ed
11 M		1 A 2 B	3 C		1 County			Endor		ents		Air Bag	-		1 No	
		4 D/Chauf	feur 7 N	lone	2 Elsewh	nere in S	State	1 Yes	2 No	3 N		Safety Hel	met		2 Yes	
									_				4!			
13 Tr	ain	5 E/Opera 6 E/Oper-I			3 Non-Re 4 Foreigr			Sex		Fema Male	le 6	Eye Protec	tion		3 Partial	

Figure 142. Florida Crash Report—Report 1

Cantri	hustin a Causa		Daire	- "/Dd		Vahiala	Data	-4				\/abi	ala NA				
	buting Cause	2 S -				Vehicle 01 No Defects	Dele	2	3	04 Ctr	oiaht	Vehic Ahead	cie ivi	over	<u>11ent</u> 2 3		
01 No Improper D	•		1	2 3	3	01 No Defects 02 Def. Brakes			<u>ه</u>		-		-	- 1	2 3		
02 Careless Drivi	•				_	03 Worn/Smooth Tire	s 1	1			_	/ Stopped /		1	5		
03 Failed to Yield			1	3		04 Defective/Improper		'		Stalle 03 Ma		Left Turn	L		<u> </u>		
04 Improper Back 05 Improper Turn	•			J	_	Lights		ī		04 Ba	_	LCIT TUITI		11 Pas	eina		
06 Alcohol-Under					_	05 Puncture/Blowout					_	Right Turn			erless or		
07 Drugs-Under I						06 Steering Mech.	77	' All Ot	hor		_	g Lanes			ay Veh.		
08 Alcohol & Drug		2			_	07 Windshield Wipers		(Exp			-	/ Leaving		77 All (
09 Followed Too	•	•			_	08 Equipment/Vehicle		(,	Parkir					xplain)		
11 Disregarded S	•					Defect						rly Parked		(=,	.p.a.i.j		
12 Exceeded Safe		19 lm	prope	r Load	_	V 1 : 1 O :											
13 Disregarded T	•			ded Othe	r	Vehicle Speci	al Fu	nctic	ns	Loc	catio	n Type	Lc	catio	n on Ro	adwa	ay
14 Failed to Maint	•	Tr	affic C	ontrol		1 None	1	2	3	1 Prim	narily		1 On r	oad			
15 Improper Pass		21 Di	riving \	Wrong Sid	de/Way	2 Farm				Busin			2 Not	on Roa	ad 1	2	3
16 Drove Left of C	•	22 FI	eeing l	Police	•	3 Police Pursuit	1	1		2 Prin			3 Shou	ulder			
17 Exceeded Stat	ted Speed Limit	23 Ve	ehicle l	Modified		4 Recreational 5 Er	nergen	су Оре	er.	Resid			4 Med	ian	1	1	
18 Obstructing Tr	affic	77 O	ther			6 Construction/Mainte	nance			3 Оре	n Cou	untry	5 Turn	Lane			
	Pedestrian	Act	ion			Road System Iden	tifier	Roa	ad St	urfac	е	Light C	ondit	ion	Road S	Surfa	асе
01 Crossing Not a	at Intersection		1	2 3	3	01 Interstate		01 Dr	У	1		01 Daylight			Ty	ре	
02 Crossing at Mi	d-block Crosswalk	(_	02 U.S.		02 W	et	'		02 Dusk		0	1 Slag /Gr	avel /S	Stone
03 Crossing at Int	ersection					03 State 4		03 SI	ippery			03 Dawn	1	0	2 Blacktop)	
04 Walking along	Road with Traffic					04 County		04 lcy	y	77 Ot	her	04 Dark (St	treet Li	ght) 0	3 Brick / B	lock	
05 Walking Along	Road Against Tra	affic	09 St	anding in		05 Local		۱۸/	eath	or		05 Da	ark (No	0	4 Concrete	9	
06 Working on Ve	ehicle in Road		Pede	strian İsla	nd	06 Turnpike/Toll		VV	eain	iei	2	Str	reet Lig	ht) 0	5 Dirt		2
07 Other Working	ı in Road		77 All	Other		07 Forest Road		01 CI	ear	03 Ra	in 77	Other 88 Ur	nknown	7	7 Other		
08 Standing/Playi	ng in Road		88 Ur	nknown		77 All Other		02 CI	oudy	04 Fo	g						
					Firs	st/Subsequent H	larmf	ul E	/ent								
01 Collision with I			,			n with Moped						Crash Atten					
02 Collision with N			n)			n with Train						Fixed Objec		Road			
03 Collision with N		0 /				n with Animal						Fixed Objevo					
04 Collision with N			,			Sign/Sign Post						Moveable O	,	n Road			
	MV in Transport (F	-	,			Utility Pole/Light Pole						itch/Culvert					
06 Collision with N						Guardrail						into Water					
07 Collision with N		Backe	d Into)		MV Hit					verturn			-				
08 Collision with F						Concrete Barrier Wall						from Vehicl	е				
09 Collision with N		lway				Bridge Pier Abutment/F	laıl				railer	Jackknifed		11			
10 Collision with F						Tree/Shrubbery			34 Fir				Ļ		لبا		
11 Collision with E	,	,				n w/Construction Barric	ade/Sig	gn		plosio				First	Subse	equen	t
	Bicycle (Bike Lane	i e				n with Traffic Gates			// All	Other			- 1				
Contributin	~ . I			ting Ca	uses -	Traffic Co	ntrol			Sit	e Lo	ocation	ŀ	Traff	ic Char	acte	r
Ro	ad		ironn														
01 No Defects	, 1			ot Obscu			lo Pas					tion/		,	ght Level		
02 Obstruction W	ith /			nt Weath		02 School Zone 77 /	All Othe	r		ing / B	-	2		2 Straiç			1
Without Warning				Stopped \		03 Traffic Signal	_			Interse					de/Downgra	ade	
03 Road Under R	epair			rops/Bush	nes	04 Stop Sign	10				,	ntersection			e - Level		
/ Construction	Matariala			Vehicle	:4	05 Yield Sign	Ľ	J		iveway				4 Curve			
04 Loose Surface				Fixed Ob	ject	06 Flashing Light		1		ailroad	Cross	sing 11 Private l		Upgrad	de/Downgra	ade	
05 Shoulders - So 06 Holes/Ruts/Un			_	iiboarus	1	07 Railroad Signal	4		06 Bri	ntrance	Dam			Τy	pe Sho	ulde	er
	ŭ	_				08 Officer / Guard /		J		it Ram		p // O			•		
07 Standing Water 09 Smoke 08 Worn/Polish Surface 10 Glare						Flagmen 09 Posted No U-Turn				ublic Pa		Lot		1 Pave 2 Unpa			
77 All Other 77 All Other						10 Special Speed Zor	e			ivate F				3 Curb		1	
Violator	FL Statute			Char	ge							Citation	า #				
1	316.065					Failed to immediately re			to law	enford	cemer	nt					
2	316.123(2				-	Violation of right of wa						-					
	370.720(2	/				o.a.o or right of Wi	., 0.111	3.500			20011						
Was Investigat	ion Made at Sc	ene?	Is Inv	/estigati	on Con	nplete	Dat	e of	Rep	ort	Pho	tos Tak	en?	Inves	tigating	Aaer	ncv
X 1 Yes			X	1 Yes	551	1 ***			•	- 1		Yes			99		-)
			Ĥ				2	2/16	3/92	2							
2 No, Wher	e?			2 No- W	ny?						Χ	No					

Figure 142. Florida Crash Report—Report 1 (continued)



V1, A BICYCLE, WAS SOUTHBOUND ON THE SIDEWALK OF SW 75 STREET. THE DRIVER OF V2 WAS WESTBOUND ON WEST UNIVERSITY AVENUE INTENDING TO MAKE A RIGHT TURN ONTO SW 75 STREET AND HAD STOPPED AT THE STOP SIGN. THE DRIVER OF V2 FAILED TO SEE V1 APPROACHING AS SHE BEGAN TO DRIVE FORWARD, WITH THE FRONT OF V1 STRIKING THE RIGHT FRONT OF V2 AND EJECTING THE OPERATOR OF V1 ONTO THE PAVEMENT.

Figure 142. Florida Crash Report—Report 1 (continued)

	Date of Crash	1	Time of C			Office			_			er Arrived	_	y Report N).
tion	2/20/92 County/City Co	de Feet o	r Miles	<u>8:57</u> PN	N N	A M S	<u>8:59</u> E	PM W		Or To		<u>9:01</u> F		Town? Y	REPO County	RI2	
Time & Location	11/34 No. of Lanes		Divided C	n street	Road	or High	hway			GAIN	ESV	ILLE, FL	'•		A	LACHU	A
ine &	3	<u>x</u> Uı	ndivided	on oncor,		,, ,,,,g,	· way						R 24 (Arc	her Rd.)			
	At Intersection	of /	HEWELL	DR.	N	S	Е	W	Fee	t/Mile	s of	Intersectio	n Be	etween N	ode 421	and 4	17
Dri	1 Phantom		Year	М	ake		Туре		Us	se	2	2 3 4	15161	7	NT OF IME		2
Act	tion 2 Hit & Ru	n <u>3</u>	79	Poi	ntiac		1				1	15	16 17	8	e Area of I	•	
	Vehicle Travelin	ng	N X	s	E		W		On		1	4 13 12	11 10	9	ndercarriage indshield 2		
1		·	· ·								Post	ed Speed	Estimated		1 Disabling 2 Functions		3
<u>e</u>		Ne	well Dr.				ΑT	5	Est.	MPH		20	 \$	0	3 No Dama	ige	
Vehicle	BAC TEST	1	l Re	esults A	L /Drugs	Phvs.	. Def.	Re	es.	Ra	ce	Sex	lnj.	S. Equip	Vehicle R Eject	emoved	-
ŕ	1 Blood 3 Urir	ne (5			`							•	2		2 Tow C	
	2 Breath 4 Ref	usec 5 No	ne		1	,	1	1	1			2	1		1	3 Driver	3
ъ	Hazardous Mat. Transported		3 Explosiv		Corrosive			7 Oth	er	1		,	lity Question			4 Other	Ľ
Ā	1 Phantom	2 Flam. Liq	uid 4 Po Year	oison. Gas	ake	dioactiv	ve Mate Type	er.	U			RECOMM	ND RE-EX		3 NA NT OF IME	ACT	
	ver tion 2 Hit & Ru		1						0.	, c		3 4	5 6	7	e Area of	-	1
ACI	3 N/A		88	ran	idem		10				1			8 18 Ur	ndercarriage	19 overt	urn
Н	Vehicle Travelin	ng	N	s x	E		W		On			4 13 1 12	<u>- </u>		indshield 2 1 Disabling		Trailer
1	S	R 24 (A	RCHE	RD)			ΑТ		Est.	мрн	Post	ed Speed	Estimated		2 Functions 3 No Dama	al	1
Vehicle				,				5					\$	75	Vehicle R		Ву
\e	BAC TEST		Re	esults A	L /Drugs	Phys.	. Def.	Re	es.	Ra	се	Sex	lnj.	S. Equip	Eject	1 Tow R	otation
	1 Blood 3 Urir				1	1	1	1	1	1	1	1	2	6	2	2 Tow C	wner's
	2 Breath 4 Ref		3 Explosiv	res 5	Corrosive	Mater	rial :	7 Oth	er			Drivina Abi	lity Question	able 1 Yes	2	3 Driver 4 Other	3
Ped		2 Flam. Liq	•	oison. Gas		dioactiv				1		,	END RE-EX				
Dri	1 Phantom		Year	М	ake		Туре		Us	se	. 2	2 3 4	15[6]	7	NT OF IMP		
	tion 2 Hit & Ru	n									1	15 ((16 17	8	e Area of I	•	
	Vehicle Travelin	ng	N	s	E		W		On		1.	4 13 12	11 10	9	ndercarriage indshield 2		
											Post	ed Speed	Estimated		1 Disabling 2 Functions		
<u>e</u>							ΑT		Est.	MPH			\$		3 No Dama	ige	
Vehicle	BAC TEST		Re	esults A	L /Drugs	Phys.	. Def.	Re	es.	Ra	ce	Sex	lnj.	S. Equip	Vehicle R Eject	emoved 1 Tow R	•
ŕ	1 Blood 3 Urir	ne			ŭ	^							′		,	2 Tow C	
	2 Breath 4 Ref	usec 5 No	ne													3 Driver	
Ped	Hazardous Mat. Transported	1 None 2 Flam. Liq	3 Explosiv	es 5 oison. Gas	Corrosive	e Mater dioactiv		7 Oth	er			-	lity Question END RE-EX	able 1 Yes AM 2 No		4 Other	
	ehicle Type		hicle U			ler T			hysi	cal [efe			Orug Use		Locat	ion
	itomobile assenger Van	01 Private 02 Comm	-		01 Single 02 Tand				No De Eyesig					ng or using o	-	(in Vel	
	ckup/Light Truck	03 Comm	ercial Carç	jo	Traile				Fatigu			3	B Drugs- Un	der Influence	Э	1 Front l	_eft
1	ar tires) edium Truck (4	04 Public 05 Public	•		03 Tank 04 Sadd				Hearin IIIness		ect	4	Alcohol & I	Drugs-Unde	r	2 Front (3 Front I	
rear t		06 Private	School B		Flatb	ed		6 8	Seizur	e, Epi	lepsy		Had Been			4 Rear L	eft
	eavy Truck (2 or rear axles)	07 Ambula 08 Law Er		t	05 Boat 06 Utility				ackout Other I		cal De		Pending B	AC Test Re	sult	5 Rear C 6 Rear F	
06 T	ruck Tractor (Cab)	09 Fire/Re			07 Hous 08 Pole					D 0 0	_		Safety	Equipme	nt	7 Body o	
07 Mo 08 Bu	otor Home (RV) is	11 Other 0		nt	09 Towe	d Vehi			White		Hispa		Not in use			8 Bus Pa 9 Other	assenger
09 Bi	cycle otorcycle	77 Other Γ	L Туре	1	77 Othei	sider	nce	_	_{Black} equir		Other		Seat Belt / Child Rest	Shoulder H	arness	Fie	cted
11 M	oped	1 A 2 B	3 C		1 County	of Cra	ash	E	ndor	sem		4	Air Bag			1 No	
12 All 13 Tr	l Terrrian Vehicle	4 D/Chaut 5 E/Opera		None	2 Elsewh 3 Non-R			۵۱	1 Yes	- 1	3 N Fema		Safety Hel Eye Protec			2 Yes 3 Partial	
77 Ot		6 E/Oper-			4 Foreig				Sex		Male		,0 1 10101			. aruar	

Figure 143. Florida Crash Report—Report 2

		/D 1							.,,,,				
Contributing Causes	s - Driv			Vehicle D)ete					cle Mo	oveme		
01 No Improper Driving/Action	1	2 3		01 No Defects	_1_	2		1 Straight		_	1 2	3	
02 Careless Driving				02 Def. Brakes	1	,			/ Stopped /		_		
03 Failed to Yield Right-of-Way				03 Worn/Smooth Tires	1	1		Stalled		L	5 1		
04 Improper Backing	3	1		04 Defective/Improper			_	3 Making					
05 Improper Turn				Lights				4 Backing	•		1 Passin	-	
06 Alcohol-Under Influence				05 Puncture/Blowout					Right Turn		2 Driverle		
07 Drugs-Under Influence				06 Steering Mech.	77	All Oth		6 Changii	•		unaway V		
08 Alcohol & Drugs-Under Influence				07 Windshield Wipers		(Expla	, , ,		g / Leaving	7	7 All Oth	er	
09 Followed Too Closely				08 Equipment/Vehicle				Parking Sp			(Expla	ain)	
11 Disregarded Stop Sign		لسلسا	ı	Defect			0	8 Imprope	erly Parked				
	9 Imprope			Vehicle Specia	l Fu	nctio	ns	Location	on Type	Lo	cation o	on Roady	vav
	-	rded Other	l l						оп туро			JII I TOUGH	· · · ·
14 Failed to Maintain Equip./Veh.	Traffic C			1 None	1	2	3 1	Primarily		1 On ro			_
	-	Wrong Side/W	-	2 Farm	١,	,		Business			n Road	1 2	3
	2 Fleeing			3 Police Pursuit	1	7	_	Primarily		3 Shou			
	3 Vehicle	Modified				су Оре		Residentia		4 Media		1 1	
18 Obstructing Traffic 7	7 Other			6 Construction/Mainten	ance		3	Open Co	untry	5 Turn	Lane		
Pedestrian A	Action			Road System Identi	fier	Roa	d Su	rface	Light C	onditi	on R	oad Sur	face
01 Crossing Not at Intersection	1	2 3		01 Interstate		01 Dry	,	1	01 Daylight	t		Type	
02 Crossing at Mid-block Crosswalk				02 U.S.	1	02 We	et	′	02 Dusk		01 S	Slag /Gravel	/Stone
03 Crossing at Intersection				03 State 5		03 Slip	pery		03 Dawn	4	02 E	Blacktop	
04 Walking along Road with Traffic				04 County		04 lcy	7	7 Other	04 Dark (S	treet Lig	ht) 03 E	Brick / Block	
05 Walking Along Road Against Traffi	ic 09 St	anding in		05 Local		101	41		05 D	ark (No	04 C	Concrete	
06 Working on Vehicle in Road		strian Island		06 Turnpike/Toll		VV 6	eathe	^{er} 1	Sti	reet Ligh	t) 05 D	Dirt	2
07 Other Working in Road		l Other		07 Forest Road		01 Cle	ear 0	3 Rain 77	7 Other 88 U	nknown	77 (Other	1 -
08 Standing/Playing in Road	1U 88	nknown		77 All Other		02 Clo	oudy 0						
		F	Firs	t/Subsequent Ha	armf	ul Fv	ent		*				
01 Collision with MV in Transport (Rea	ar End)			with Moped	<u> </u>			ision with	Crash Atten	uators			
02 Collision with MV inTransport (Hea	,			with Train		:	26 Coll	ision with	Fixed Objec	t Above	Road		
03 Collision with MV in Transport (Ang	,			with Animal					Fixed Objev				
04 Collision with MV in Transport (Lef	- ,			Sign/Sign Post					Moveable O		Road		
05 Collision with MV in Transport (Rig	,			Itility Pole/Light Pole					Ditch/Culvert				
06 Collision with MV in Transport (Sid				Guardrail		;	30 Ran	Off Road	l into Water				
07 Collision with MV in Transport (Bad		19 MV I						erturned					
08 Collision with Parked Car	,			Concrete Barrier Wall					I from Vehicl	le F			
09 Collision with MV on Other Roadwa	av			Bridge Pier Abutment/Ra	ail				r Jackknifed		11		
10 Collision with Pedestrian	•			ree/Shrubbery		;	34 Fire				· ·		
11 Collision with Bicycle				w/Construction Barrica	de/Sid		35 Exp			<u>_</u>	irst	Subseque	ent
12 Collision with Bicycle (Bike Lane)				with Traffic Gates			77 All C						
	`ontrib	ting Cause	_										
			;s -	Traffic Con	trol			Site L	ocation		raffic	Charact	er
	nvironn			Od Nie Oerstreit - dd Nie	- D	7			. ,		Ctus! = lst	Laval	
1 1 1 1		lot Obscured						at Interse		- 1	Straight		_
02 Obstruction With /		nt Weather			I Othe			g / Bridge			Straight		1
		Stopped Vehic rops/Bushes		03 Traffic Signal	_			ntersection	Intersection		pgrade/L - Curve	Downgrade	
	5 Load on			04 Stop Sign	3			,				Levei	
		/Fixed Object		05 Yield Sign 06 Flashing Light				eway Acc road Cros			Curve-)aumarada	
	7 Signs/Bi	· -		07 Railroad Signal			06 Brid		11 Private		ipgrade/L	Downgrade	
06 Holes/Ruts/Unsafe Paved Edge 08		iiboaius	7					rance Ran			Type	e Should	der
l		L	-	08 Officer / Guard /				_	iip 77 O	· · · -			
	9 Smoke 0 Glare			Flagmen 09 Posted No U-Turn			08 Exit	ic Parkin	a Lot		Paved Unpaved	, —	_
	7 All Othe	r I		10 Special Speed Zone	<u> </u>			ate Parkir			Curb	1 2	
Violator FL Statute No					har				.3	Ť		itation #	
Violator 1 E Gtatato 14	arribor				marş	<u>, </u>						itation n	
										+			
—										+			
Man Investigation 12	-01		<u> </u>	-1-1-	Dat	0 64 1	Don:	mt DI-	otoo Tal-	000		ather A	
Was Investigation Made at Scen		1 Č	Jom	pietė	pat	e of I	керо	it Pho	otos Tak	en? l	rivestig	ating Ag	ency
X 1 Yes	X	1 Yes			-	2/20)/()?		Yes				
2 No, Where?		2 No- Why?			4	120	<i>" 3</i> 2	х	No	- 1			
	_		_						_		_	_	_

Figure 143. Florida Crash Report—Report 2 (continued)

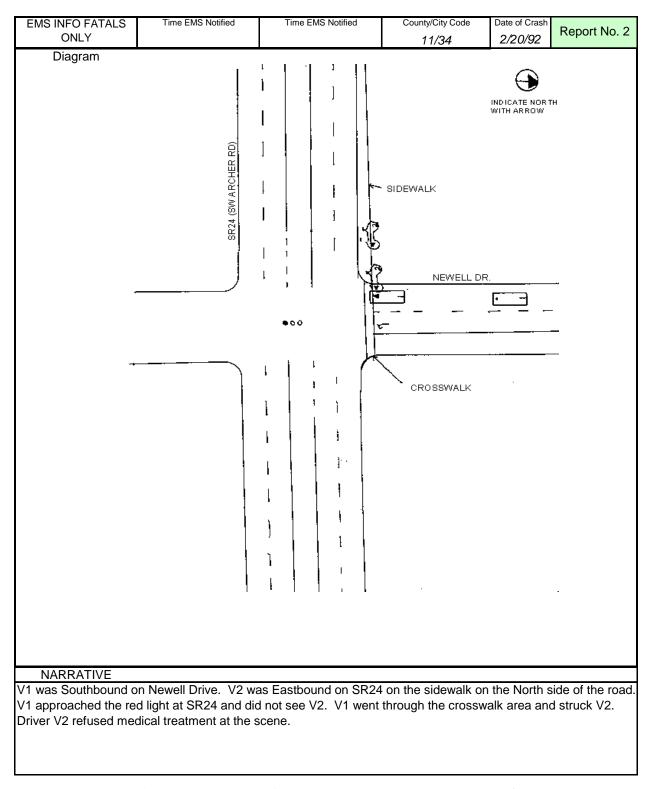


Figure 143. Florida Crash Report—Report 2 (continued)

	1	-			_				_				_		_		
	Date of Crash 3/16/92	1	Time of Ci	ash :15 PM		Offic AM	er Not 1:33			Γim e 1		er Arrived 1:39 F		y Report N	Crash R		
& Location	County/City Co	de Feet o		<u></u>	N	s	<u>7.00</u>	w		or To		<u></u> .		Town? Y	County		
9	11/34		Divided O	44	Dand		<u> </u>			GAIN	IESV	ILLE, FL			A	LACHUA	
Time &	No. of Lanes 2		divided	ii Sileei,	Koau, c	JI HIY	iiway						SW 4 A	/enue			
F	At Intersection	of betw	een node		N	s	Е	W			s of	Intersectio	n	SW	' 8 Stree) t	
			and 1040	_	X		<u> </u>	_		feet	+						
Dri	1 Phantom ver 2 Hit & Ru		Year	M:	ake		Туре		l U	se	,	2 3 4	5 6	7	NT OF IMP e Area of		4
Act	ion 2 mil & Rui 3 N/A	<u>ا</u> ا	86	Но	nda		1				1	15	16 17	0		e 19 overturn	
	Vehicle Travelin	a	N	s	E	Х	w		On		1	4 13 12	11 10	_	_	1 Fire 22 Trai	iler
1		ъ <u> </u>	' -	J			_				Post	ted Speed	Estimated	Damage	1 Disabling 2 Function		
Ф		SW 4	4 Avenu	е			ΑT	2	Est.	MPH		30	 	100	3 No Dama	_	
Vehicle								•					Ť			emoved By	
>	BAC TEST	(5 Re	sults A	L /Drugs	Phys	s. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotation	
	1 Blood 3 Urir				1		1		1		1	2	1	2	1	2 Tow Owner	r's
	2 Breath 4 Ref Hazardous Mat.		ne 3 Explosiv	nc 5	Corrosive	Mate	rial	7 Oth	or			Driving Ahi	lity Ougstion	nable 1 Yes	2	3 Driver 4 Other	3
Ped		r None 2 Flam. Liq	•	ison. Gas			ive Mat			1		_ ~	END RE-EX			4 Outer	
	1 Phantom		Year		ake		Туре		U	se		2 3 1 4	15161		NT OF IM	ACT	_
	ver ion 2 Hit & Ru	n 3	91	Sch	winn		10				1	1		⁷ Circl	e Area of	Damage	1
	3 N/A		31	3011	vviiiii								16 17	_	ŭ	19 overturn	
_	Vehicle Travelin	g	N	s x	E		w		On			4 13 12	<u> </u>		indshield 2 1 Disabling	1 Fire 22 Trai	ler
2		CIA/	4 Avenu	•			Λ.T.		Eat	MDL		ted Speed	Estimated	d Damage	2 Function	al 2	
e		377 2	4 Avenu	e			АТ	5	⊏5ι.	MPH		30	\$	0	3 No Dama	emoved By	
Vehicle	BAC TEST		Re	sults A	L /Drugs	Phys	s. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotation	
	1 Blood 3 Urir		5		,		,			١.						2 Tow Owner	r's
	2 Breath 4 Ref	usec 5 No	ne		1		1		1		1	2	2	1	2	3 Driver	3
d	Hazardous Mat.	1 None	3 Explosiv	es 5	Corrosive	Mate	rial	7 Oth	er	1		Driving Abi	lity Question	able 1 Yes	2	4 Other	
Ped		2 Flam. Liq		ison. Gas		dioacti	ive Mat	ter.				RECOMM	ND RE-EX				
Dri	1 Phantom ver 2 Hit & Ru		Year	l M	ake		Туре		U	se	,	2 3 4	5 6	7	NT OF IMP e Area of		
Act	ion 2 Till & Rui 3 N/A	' <u> </u>									1	15	16 17	0		e 19 overturn	
	Vehicle Travelin	g	N	s	E		W		On		1	4 13 12	11 10	9 20 W	indshield 2	1 Fire 22 Trai	ler
				-			-				Post	ted Speed	Estimated	d Damage	1 Disabling 2 Function		_
Ф							ΑT		Est.	MPH			 		3 No Dama		
Vehicle				ı. I.		La	5.1	_		_				lo e ·		emoved By	
Š	BAC TEST 1 Blood 3 Urir		Re	sults A	L /Drugs	Phys	s. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotation	
	2 Breath 4 Ref		ne													2 Tow Owner 3 Driver	rs
	Hazardous Mat.		3 Explosiv	es 5	Corrosive	Mate	rial	7 Oth	er			Driving Abi	lity Question	nable 1 Yes		4 Other	
Ped	Transmented	2 Flam. Liq	•	ison. Gas			ive Mat						ND RE-EX				_
	hicle Type		hicle Us				уре	_	hysi					Orug Use		Location	
	itomobile issenger Van		Transport ercial Pass		01 Single 02 Tand				No De Eyesig					ng or using o nder Influenc	-	(in Vehicle	∍)
03 Pi	ckup/Light Truck		ercial Carg		Traile				Fatigu				-	der Influence		1 Front Left	
			Transporta School Bu		03 Tank 04 Sadd				Hearin Illness		ect	4	I Alcohol & Influence	Drugs-Unde	r	2 Front Cente 3 Front Right	
rear t	edium Truck (4 ires)		School Bu		Flatb			6 5	Seizur	e, Epi	lepsy	, 5	Had Been	Drinking		4 Rear Left	
	eavy Truck (2 or	07 Ambula 08 Law Er	ance nforcement		05 Boat 06 Utility				ackou Other		cal D4		Pending B	AC Test Re	sult	5 Rear Cente 6 Rear Right	
	rear axles) ruck Tractor (Cab)				07 Hous			۴	01	y 31			Safatu	Equipm 1	nt	7 Body of true	
07 M	otor Home (RV)	10 Military			08 Pole			4.		Rac		nio 4	Not in use	Equipme	111	8 Bus Passei	ngei
08 Bu 09 Bi		11 Other 0 77 Other	overnmer.	ı	09 Towe 77 Othei		iicie		W hite Black		Hispa Other			Shoulder H	arness	9 Other	
10 M	otorcycle		L Type			side			equi				Child Rest	raint		Ejected	<u>t</u>
11 M	oped Terrrian Vehicle	1 A 2 B 4 D/Chauf		lone	1 County 2 Elsewh				ndor: 1 Yes				l Air Bag 5 Safety Hel	met		1 No 2 Yes	
13 Tr	ain	5 E/Opera	itor		3 Non-R	esider	nt (Stat	te)	Sex	. 1	Fema		Eye Protec			3 Partial	
77 01	t	6 E/Oper-	Rest		4 Foreig	n 51	Inknov	٧n	- U A	• •	Male					Ī	

Figure 144. Florida Crash Report—Report 3

0 toil tio 0	D-:	/Dl		\/_b:_l_ D	\ - f -	-4			\	-I - N / - :			
Contributing Caus				Vehicle D	ete(2 01	041-1 1		ie Mo	vement		
01 No Improper Driving/Action	1	2 3		01 No Defects		2	3 01				2 3	_	
02 Careless Driving	_			02 Def. Brakes 03 Worn/Smooth Tires	1	1		-	/ Stopped /	5	- 1 1		
03 Failed to Yield Right-of-Way	77	77				,		lled	Loft Turn		, ,		
04 Improper Backing	77	11		04 Defective/Improper Lights				viaking Backing	Left Turn	44	Dagging		
05 Improper Turn				05 Puncture/Blowout				_	l Right Turn		Passing		
06 Alcohol-Under Influence				06 Steering Mech.	Щ	A II O II			ng Lanes		Driverless of	r	
07 Drugs-Under Influence					//	All Oth		-	•		naway Veh. All Other		
08 Alcohol & Drugs-Under Influence	е —			07 Windshield Wipers		(Expla		-	g / Leaving	11			
09 Followed Too Closely				08 Equipment/Vehicle Defect				king Sp	ace erly Parked		(Explain)		
11 Disregarded Stop Sign	19 Imprope	r L oad						проре	any raikeu				
12 Exceeded Safe Speed Limit	20 Disregar			Vehicle Specia	l Fu	nctior	ns L	ocatio	on Type	Loca	ation on F	Roadwa	ay
13 Disregarded Traffic Signal	Traffic C			1 None	1	2		rimorily.		1 On roa	d		
14 Failed to Maintain Equip./Veh.		Vrong Side/\	Nav	2 Farm	_	г - т		rimarily siness		2 Not on		2	3
15 Improper Passing 16 Drove Left of Center	22 Fleeing I	-	rvay	3 Police Pursuit	1	1 1				3 Should			т
17 Exceeded Stated Speed Limit	23 Vehicle I				orgen	cy Oper		rimarily sidential		4 Median	-	1	
· ·	77 Other	viouiiieu		6 Construction/Mainten		cy Opei		pen Co		5 Turn La	·	- '	
18 Obstructing Traffic Pedestriar				Road System Identi		Road	d Surfa		Light Co		_	Surfa	200
01 Crossing Not at Intersection	1	2 3		01 Interstate	IICI	01 Dry		T	01 Daylight			Гуре	acc
02 Crossing at Mid-block Crosswal		- 		02 U.S.	1	01 Diy			01 Daylight 02 Dusk		01 Slag /		Stone
03 Crossing at Intersection	.`			03 State 5		03 Slip			03 Dawn	1	02 Black		0.00
04 Walking along Road with Traffic	. —			04 County		04 lcy		Other	04 Dark (St	reet Light			
05 Walking Along Road Against Tr		anding in		05 Local	J	-		1		ark (No	04 Conci		
06 Working on Vehicle in Road		strian Island		06 Turnpike/Toll		We	eather	l 1		eet Light)			2
07 Other Working in Road		Other		07 Forest Road		01 Cle	ar na i	Rain 77	Other 88 Ur	. ,	77 Other		_
08 Standing/Playing in Road		known		77 All Other			udy 04		Ouron or				
or cramenger alymig merceus			Fire	st/Subsequent Ha	armf			-3					
01 Collision with MV in Transport (Rear End)	13 Co		n with Moped				on with	Crash Attenu	uators			
02 Collision with MV inTransport (H	lead-on)			n with Train		2	26 Collisi	on with	Fixed Object	Above R	oad		
03 Collision with MV in Transport (,	15 Co	llisior	n with Animal					Fixed Objevo				
04 Collision with MV in Transport (Left Turn)	16 M\	/ Hit s	Sign/Sign Post					Moveable Ol		Road		
05 Collision with MV in Transport (Right Turn)			Utility Pole/Light Pole					Ditch/Culvert	•			
06 Collision with MV in Transport (Sideswipe)	18 M\	Hit (Guardrail		3	30 Ran C	ff Road	into Water				
07 Collision with MV in Transport (Backed Into)	19 M\	Hit F	Fence		3	31 Overtu	ırned					
08 Collision with Parked Car	,	20 MV	Hit (Concrete Barrier Wall		3	32 Occup	ant Fell	from Vehicle	е			
09 Collision with MV on Other Roa	dway	21 M\	Hit E	Bridge Pier Abutment/Ra	iil	3	33 Tracto	r/Traile	r Jackknifed	3	3		
10 Collision with Pedestrian	•	22 M\	/ Hit ⁻	Tree/Shrubbery		3	34 Fire			`			
11 Collision with Bicycle				w/Construction Barrica	de/Sic	ın 3	35 Explos	sion		Fire	st Su	bsequen	nt
12 Collision with Bicycle (Bike Land	e)			n with Traffic Gates			77 All Oth						
Contributing Causes -	Contribut	ting Caus	es -	Traffic Con	trol			Sito L	ocation	Τ,	affic Ch	aracto	\r
Road	Environm	nent		Traine Con	liOi		,	אוכ בי	ocalion	1''	anic Cn	aracic	71
01 No Defects		ot Obscured					01 Not at	Interse	ction/	1.5	Straight Leve		
02 Obstruction With /	02 Inclemen				I Othe		RR Xing				Straight -		1
Without Warning		Stopped Veh	icle	03 Traffic Signal		. 1	02 At Inte		,		grade/Down		
03 Road Under Repair		ops/Bushes		04 Stop Sign	11				Intersection		Curve - Leve		
/ Construction	05 Load on			05 Yield Sign	''		04 Drivev	-			Curve-		
04 Loose Surface Materials	Ŭ	Fixed Objec	t	06 Flashing Light			05 Railro				grade/Down	grade	
05 Shoulders - Soft/Low/High	07 Signs/Bi	lboards	1	07 Railroad Signal			06 Bridge		11 Private F	- 1	Type SI	noulde	er
06 Holes/Ruts/Unsafe Paved Edge		L		08 Officer / Guard /			07 Entrar		np 77 Ot		71	Todiac	<u>. </u>
07 Standing Water	09 Smoke			Flagmen			08 Exit R				Paved		7
08 Worn/Polish Surface 77 All Other	10 Glare 77 All Other			09 Posted No U-Turn 10 Special Speed Zone			09 Public 10 Private				Jnpaved Curb	2	
Violator FL Statute					har	_			9		Citat	on #	
1 2 0 10.10.10						, -					0.1.0.1	U	
Was Investigation Made at Sc	ene? Is Inv	estigation	Con	nplete	Dat	e of F	Report	Pho	otos Take	en? In	vestigatin	g Age	ncy
1 Yes Ala Gen		1 Yes					•		Yes		J	5 5-	•
					3	3/16	/92	\ <u></u>					
X 2 No, Where? Hospital		2 No- Why?						X	No				

Figure 144. Florida Crash Report—Report 3 (continued)

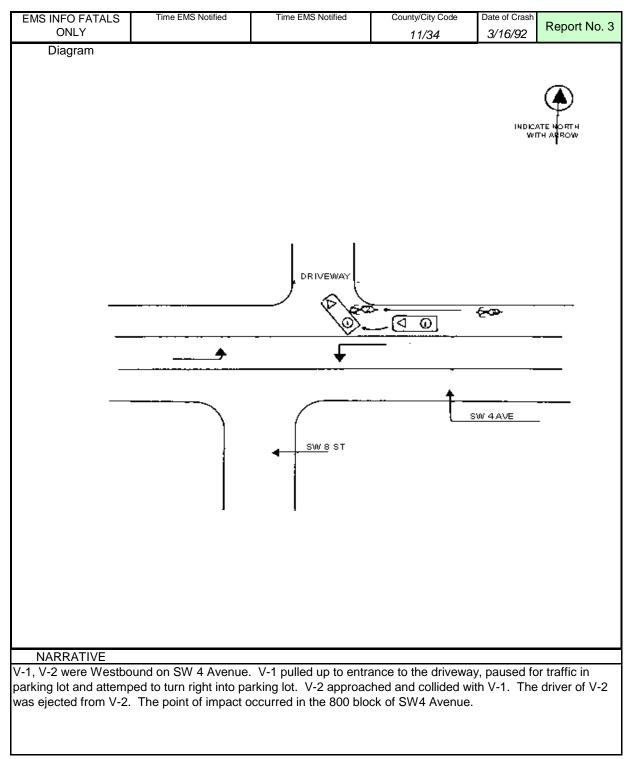


Figure 144. Florida Crash Report—Report 3 (continued)

	Date of Crash	1	Time of C				er Not		-			er Arrived	-	y Report N			
tion	3/22/92 County/City Co	de Feeto	AM _ r Miles	<u>5:00</u> PI	M N	A M S	<u>5:19</u> E	PM W	City	AI		<u>5:26</u> F		Town? Y	REPO County	RT4	
& Location	11/34 No. of Lanes	v	Divided C	n street	Poad (or Hig	hway			GAIN	IESV	ILLE, FL			A	LACHUA	
Time &	4	Und	divided	iii street	, Road, C	, iiig	iiway						SR 2.	26			
	At Intersection	of betwe	een node 728	729 and	N	s	E X	W		t/Mile i0 ft.	s of I	Intersectio	n	SW	10 Stre	et	
Dri	1 Phantom		Year	М	lake		Туре		Us	se	. 2	3 4	15161	7	NT OF IMI		3
Act	tion 2 Hit & Ru	n <u>3</u>	82	Ho	onda		1				1	15	16 17	0	le Area of	Damage • 19 overturr	<u></u>
H	Vehicle Travelin	ig X	N	s	E		w		On		1/	4 13 12	11 10	-	•	1 Fire 22 Tr	
1							-					ed Speed	Estimated	d Damage	1 Disabling 2 Function		
e	1	Parking	Lot (SF	R226)			ΑT	5	Est. I	MPH		5	\$	250	3 No Dama		
Vehide	BAC TEST		Re	esults /	AL /Drugs	Phys	s. Def.	Re	es.	Ra	ace	Sex	lnj.	S. Equip	-	1 Tow Rota	•
	1 Blood 3 Urir	ne	5		1		1		,		1	2	1	2	1	2 Tow Own	ner's
	2 Breath 4 Ref			,aa E	Corrosive			7 Oth					ility Question			3 Driver 4 Other	3
Ped	Hazardous Mat. Transported	i None 2 Flam. Liq	3 Explosivuid 4 Po	oison. Ga			ive Mat		ei	1			END RE-EX		3 NA	4 Other	
Dri	1 Phantom		Year	М	lake		Туре		Us	se	2	3 4	5 6	POII	NT OF IMI	PACT	
	tion 2 Hit & Ru	n <u>3</u>	90	M	liak		10				1	15	16 17	Ω	le Area of	Damage 19 overturr	Щ
Н	Vehicle Travelin	ıq	N	s	E	Х	w		On		14	4 13 1 12	11 10	-	•	1 Fire 22 Tr	
		° <u> </u>	· -			-	,				Post	ed Speed	Estimated	d Damage	1 Disabling 2 Function		
e S		S	R 226				ΑT	20	Est. I	MPH		30	\$	0	3 No Dama	age	_
Vehicle	BAC TEST	1	_ Re	esults /	AL /Drugs	Phys	s. Def.	Re	es.	Ra	ace	Sex	lnj.	S. Equip	Venicie H	temoved B	•
	1 Blood 3 Urir	ne	5		1		1		,		1	1	4	1	3	2 Tow Own	ner's
2	2 Breath 4 Ref										,					3 Driver	3
Ped	Hazardous Mat. Transported	1 None 2 Flam. Liq	3 Explosivuid 4 P	res 5 oison. Ga:	Corrosive s 6 Ra		rial ive Mat	7 Oth er.	er	1		1	ility Question END RE-EX		3 NA	4 Other	
	1 Phantom		Year	М	lake		Туре		Us	se	2		[5]6[NT OF IMI	PACT	
	tion 2 Hit & Ru	n									1	15	16 17	0	le Area of	Damage 19 overturr	Ļ
	3 N/A Vehicle Travelin	ıq	N	s	ΙE		w		On		1	4 13 1 12	11 10	_	•	1 Fire 22 Tr	
		° <u> </u>	l <u> </u>								Post	ed Speed	Estimated	d Damage	1 Disabling 2 Function		
<u>e</u>							ΑT		Est. I	MPH			\$		3 No Dama	age	
Vehicle	BAC TEST		Re	esults /	AL /Drugs	Phys	s. Def.	Re	es.	Ra	ace	Sex	lnj.	S. Equip	Venicie H	emoved B	-
	1 Blood 3 Urir	ne														2 Tow Own	ner's
	2 Breath 4 Ref					<u> </u>		- 0								3 Driver	
Ped	Hazardous Mat. Transported	1 None 2 Flam. Liq	3 Explosivuid 4 Po	res 5 oison. Ga:	Corrosive s 6 Ra		rial ive Mat	7 Oth er.	er			ľ	ility Question END RE-EX		3 NA	4 Other	<u> </u>
Vε	hicle Type	Ve	hicle U	se	Trai	ler T	уре	Р	hysid			cts	Alcohol/I	Drug Use	е	Location	n
	itomobile issenger Van	01 Private 02 Comm			01 Single 02 Tand				No Dei Eyesig					ng or using o nder Influenc		(in Vehic	cle)
	ckup/Light Truck ar tires)	03 Comm 04 Public			Traile 03 Tank		r		Fatigue Hearin					der Influenc Drugs-Unde		1 Front Left 2 Front Cer	
	edium Truck (4	05 Public	School Bu	s	04 Sadd			5 I	Ilness				Influence		•	3 Front Rig	ht
rear ti	ires) eavy Truck (2 or	06 Private 07 Ambula		us	Flatb 05 Boat		r		Seizur ackout		ilepsy,		5 Had Been 6 Pending B	Drinking AC Test Re	sult	4 Rear Left 5 Rear Cen	
more	rear axles)	08 Law Er		t	06 Utility 07 Hous			7 (Other I	Physi	cal De	efect				6 Rear Rigi	
	ruck Tractor (Cab) otor Home (RV)	10 Military	•		08 Pole	Tracto	r	L		Rac				Equipme	nt	7 Body of to 8 Bus Pass	
08 Bu		11 Other (77 Other	overnme	nt	09 Towe 77 Other		icle		W hite Black		Hispa Other		1 Not in use 2 Seat Belt /	Shoulder H	arness	9 Other	
10 M	otorcycle		L Type)		side		R	equir	ed			Child Rest	raint		Ejecte	ed
11 Mc	oped I Terrrian Vehicle	1 A 2 B 4 D/Chauf		None	1 County 2 Elsewh	nere in	State		ndors 1 Yes	2 No	3 N	R (4 Air Bag 5 Safety Hel	met		1 No 2 Yes	
13 Tra	ain	5 E/Opera	tor		3 Non-R		nt (Stat Unknov		Sex		Fema Male	le 6	Eye Protec	ction		3 Partial	

Figure 145. Florida Crash Report—Report 4

0			/D				_								
Contributing C		Driv			Vehicle D)ete					cle Mo	oveme			
01 No Improper Driving/Actio	n	1	2 3		01 No Defects	_1_	2		Straight		_	1 2	3		
02 Careless Driving		_			02 Def. Brakes	١,	,			/ Stopped /		1 1			
03 Failed to Yield Right-of-W	ay	١			03 Worn/Smooth Tires	1	1		lled		L	1 1			
04 Improper Backing		3	1		04 Defective/Improper	_				Left Turn					
05 Improper Turn					Lights				Backing			1 Passir	•		
06 Alcohol-Under Influence					05 Puncture/Blowout					Right Turn		2 Driverl			
07 Drugs-Under Influence					06 Steering Mech.	77	All Othe			ng Lanes		unaway \			
08 Alcohol & Drugs-Under In	luence				07 Windshield Wipers		(Expla	, , ,		g / Leaving	7	7 All Oth	ner		
09 Followed Too Closely					08 Equipment/Vehicle				king Sp			(Expl	ain)		
11 Disregarded Stop Sign					Defect			80	mprope	erly Parked					
12 Exceeded Safe Speed Lin			r Load		Vehicle Specia	l Fu	nction	ns I	ocatio	on Type	10	cation	on Roa	dway	
13 Disregarded Traffic Signa		-	rded Other			u			ocan	л турс			on Roa	away	
14 Failed to Maintain Equip./		raffic C			1 None	1_	2	3 1 P	rimarily		1 On ro				
15 Improper Passing		_	Wrong Side/	Nay	2 Farm			Bus	siness			n Road	1	2 3	3
16 Drove Left of Center	22 F	leeing	Police		3 Police Pursuit	_1_	1		rimarily		3 Shou				
17 Exceeded Stated Speed L			Modified				cy Oper	. Res	sidentia		4 Media	an	2		
18 Obstructing Traffic	77 C	ther			6 Construction/Mainten	ance		3 O	pen Co	untry	5 Turn	Lane			
Pedes	trian Ac	tion			Road System Identi	fier	Road	d Surfa	ace	Light C	onditi	on R	load S	urface	<u>. </u>
01 Crossing Not at Intersection	n	1	2 3		01 Interstate		01 Dry	1		01 Daylight	t		Typ	е	
02 Crossing at Mid-block Cro					02 U.S.	1	02 Wet			02 Dusk	$\overline{}$	01 3	Slag /Gra		ne
03 Crossing at Intersection					03 State 77		03 Slip	pery	_	03 Dawn	1	02	Blacktop		
04 Walking along Road with	Traffic				04 County		04 lcv		Other	04 Dark (S	treet Lia	ht) 03 I	Brick / Blo	ock	
05 Walking Along Road Agai		09 St	anding in		05 Local					_ `	ark (No		Concrete		_
06 Working on Vehicle in Ro			strian Island		06 Turnpike/Toll		We	eather	I 1		reet Ligh			4	1
07 Other Working in Road			l Other		07 Forest Road		01 Clea	ar ∩3l	Rain 77	Other 88 U	U	,	Other	'	Г
08 Standing/Playing in Road			nknown		77 All Other			udy 04		Other so s.			00.	L	_
oo otananigir laying iir read		00 0.		Circ	st/Subsequent Ha	rmf			- vg						_
01 Collision with MV in Trans	nort (Pear	End)	13 Co		with Moped	2111111			on with	Crash Atten	uatore				_
02 Collision with MV inTrans		,			n with Train					Fixed Objec		Poad			
03 Collision with MV in Trans	•	,			with Animal					Fixed Object		Noau			
04 Collision with MV in Trans					Sign/Sign Post					Moveable O		Pood			
05 Collision with MV in Trans		,			Jtility Pole/Light Pole					Ditch/Culvert	,	Nuau			
06 Collision with MV in Trans		,			Guardrail					into Water	ı				
										IIIO Water					
07 Collision with MV in Trans	роп (васке	a into)						31 Overtu		from Vabial		_	_		
08 Collision with Parked Car	. Doodway				Concrete Barrier Wall	.:1				from Vehicl		44			
09 Collision with MV on Othe	Roadway				Bridge Pier Abutment/Ra	all .			i/ i raile	r Jackknifed		11			
10 Collision with Pedestrian					Free/Shrubbery			34 Fire			Ļ		إليا		
11 Collision with Bicycle	· Lone)				w/Construction Barrica	ae/Sig		35 Explos 77 All Oth			г	irst	Subsec	quent	
12 Collision with Bicycle (Bike	_				with Traffic Gates		- '	7 All Oli	iei						_
Contributing Cause			ting Caus	es -	Traffic Con	trol		9	Site L	ocation	- 1-	Craffic	Chara	cter	
Road		/ironr													
01 No Defects			lot Obscured					01 Not at	Interse	ction/	_ 1	Straight	Level		
02 Obstruction With /	02 Ir	ncleme	nt Weather			I Othe	r F	RR Xing	Bridge	4	2	Straight	t -	, 2L	ח
Without Warning			Stopped Veh		03 Traffic Signal			02 At Inte		1 .			Downgrad	de 22	_
03 Road Under Repair			rops/Bushes		04 Stop Sign	1				Intersection		Curve -	Level		
/ Construction			Vehicle		05 Yield Sign)4 Drivev			4	Curve-			
04 Loose Surface Materials		_	/Fixed Objec	t	06 Flashing Light			05 Railro		0		Jpgrade/	Downgrad	de	
05 Shoulders - Soft/Low/High			illboards	4	07 Railroad Signal)6 Bridge		11 Private		Typ	e Shou	ıldar	
06 Holes/Ruts/Unsafe Paved	Edge 08 F	og		7	08 Officer / Guard /		0	7 Entrar	ice Ran	np 77 O	ther	тур	e onoc	lidei	
07 Standing Water		moke			Flagmen			08 Exit R				Paved	_		
08 Worn/Polish Surface 10 Glare 77 All Other 77 All Other					09 Posted No U-Turn			9 Public				Unpave	ed	1	
77 All Other		10 Special Speed Zone			10 Private	Parkir	ig Lot	3	Curb			_			
Violator FL Stat	Violator FL Statute Number						ge					C	Citation	#	_
1 ;	316.123				Motoris	t failed	to yield	d							
															_
Was Investigation Made	at Scene?	ls In	vestigation	Com	nplete	Dat	e of F	Report	Pho	otos Tak	en? I	nvestic	gating A	gency	/
X 1 Yes		х	1 Yes					•		Yes	1	`	-		
			1			3	3/22,	/92	V		- 1				
2 No, Where?		1	2 No- Why?						Х	No					

Figure 145. Florida Crash Report—Report 4 (continued)

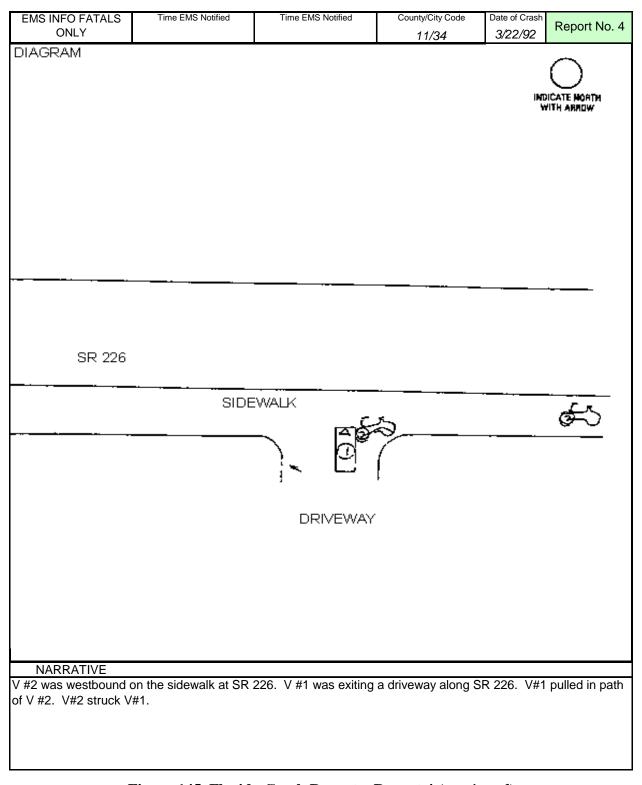


Figure 145. Florida Crash Report—Report 4 (continued)

Time & Location															
ocation	Date of Crash 4/8/92	11:4	Time of Cr 9 AM	ash PM		Officer N	otified			cer Arrived	Agenc	y Report N	o Crash R REPO		
ğ	County/City Co	_			N	S E		_		'		Town? Y	County	K i J	
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me &	No. of Lanes 2		livided	n sneet,	Koau, c	л підпіwa	у				Fletche	r Dr.			
	At Intersection	of Daue	r Hall par	king Lot	N	S E	W	Feet/Mi	les of	f Intersectio	n				
	1 Phantom	1	Year	Ма	ake	Тур	е	Use	T	2 3 4	1 5 1 6 1	POI	NT OF IME	PACT	1
	iver tion 2 Hit & Ru	n 3	86	Sch	winn	10)		1	1	- ; 		e Area of	Damage	
	3 N/A								<u> </u>	<u> حالك</u>		_		19 overturn	
L_	Vehicle Travelir	ng	N L	s x	E	w		On	L	14 13 1 12			indshield 2 1 Disabling	1 Fire 22 Trai	iler
1		Flet	cher Dr.			AT		Est. MP		sted Speed		•	2 Functions 3 No Dama		
Vehicle		0.	0.10. 21.				10			20	\$	50		emoved By	
\ ✓e	BAC TEST	,	Re	sults A	L /Drugs	Phys. De	f. F	Res. F	Race	Sex	lnj.	S. Equip	Eject	1 Tow Rotati	ion
	1 Blood 3 Urii	ne			1	1		1	1	1	3			2 Tow Owne	r's
-	2 Breath 4 Ref			51	O = === = i: -=	Material	7 Ot	h	<u> </u>	Dairein a Abi	ility Question	able 1 Yes	2	3 Driver 4 Other	3
Ped	Hazardous Mat. Transported	2 Flam. Liq	3 Explosive	ison. Gas		dioactive N		1		,	END RE-EX			4 Other	
	1 Phantom		Year		ake	Тур		Use	1	·	15161		NT OF IME	PACT	13
	iver tion 2 Hit & Ru	n 3	90	Ma	zda	1			1	100	+ + +	Circl	e Area of	Damage	13
	3 N/A	ls.		ļ.,,				<u> </u>	4 /	عالب		18 Ur		19 overturn	
2	Vehicle Travelir	ng X	N	s	E	w		On	\vdash	14 13 12 sted Speed			indshield 2 1 Disabling	1 Fire 22 Trai	iler
	ł	Flet	cher Dr.			AT		Est. MP		•		•	2 Functions 3 No Dama		
Vehicle							10			20	\$	200		emoved By	
/el	BAC TEST		Re	sults A	L /Drugs	Phys. De	f. F	Res. F	Race	Sex	lnj.	S. Equip	Eject	1 Tow Rotati	ion
	1 Blood 3 Urii	ne			1	1		1	1	2	1	2	1	2 Tow Owne	er's
	2 Breath 4 Ref		ne 3 Explosiv	- F (Corrocius	Material	7 Ot	har	Т	Driving Ab	ility Ougation	able 1 Yes	2	3 Driver 4 Other	3
Ped	Hazardous Mat. Transported	1 None 2 Flam. Liq	•	ison. Gas		dioactive N		1		-	ility Question END RE-EX/			4 Other	
	1 Phantom		Year		ake	Тур		Use	1	2 3 4			NT OF IME	PACT	
1 1) ri	iver 2 Hit & Ru	, _									L L 1			,	
Ac	tion	"							1	15/	16 17	0	e Area of	Damage	
	3 N/A			0 1	le.	hu			1	علاليال		8 18 Ur	ndercarriage	Damage e 19 overturn	:1
			N _	s _	E	w		On	\vdash	14 13 12	11 10	8 18 Ur 9 20 W	ndercarriage	Damage 19 overturn 1 Fire 22 Trai	iler
Ac	3 N/A		N	s [E	w AT		On Est. MP	Pos	علاليال	11 10 Estimated	8 18 Ur 9 20 W	ndercarriage indshield 2 1 Disabling 2 Function	Damage 19 overturn 1 Fire 22 Trai	iler
Ac	3 N/A		N	s L	E				Pos	14 13 12	11 10	8 18 Ur 9 20 W d Damage	ndercarriage indshield 2 1 Disabling 2 Functions 3 No Dama	Damage 19 overturn 1 Fire 22 Trai	
	3 N/A Vehicle Travelir BAC TEST	ng		-				Est. MP	Pos	14 13 12	11 10 Estimated	8 18 Ur 9 20 W	indercarriage indshield 2 1 Disabling 2 Functions 3 No Dama Vehicle R	Damage 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati	/ tion
Ac	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urii	ng	Re	-		AT		Est. MP	Pos	14 13 1 12 sted Speed	Estimated	8 18 Ur 9 20 W d Damage	indercarriage indshield 2 1 Disabling 2 Functions 3 No Dama Vehicle R	Damage 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati 2 Tow Owne	/ tion
Vehicle	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urii 2 Breath 4 Ret	ngnene	Re	sults A	L /Drugs	AT	f. F	Est. MP	Pos	14 13 12 sted Speed	Estimated \$ Inj.	8 18 Ur 9 20 W d Damage S. Equip	ndercarriage indshield 2 1 Disabling 2 Function 3 No Dama Vehicle R Eject	Damage 9 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati 2 Tow Owne 3 Driver	/ tion
Ac	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urii 2 Breath 4 Ret Hazardous Mat.	ngnene	Re 3 Explosiv	sults A	L /Drugs	AT	f. F	Est. MP	Pos	Sex Driving Abi	Estimated	8 18 Ur 20 W d Damage S. Equip	ndercarriage indshield 2 1 Disabling 2 Function 3 No Dama Vehicle R Eject	Damage 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati 2 Tow Owne	/ tion
Vehicle Vehicle	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urin 2 Breath 4 Ref Hazardous Mat. Transported ehicle Type	ne fusec 5 No 1 None 2 Flam. Liq Ve	ne Re 3 Explosivi uid 4 Po	sults A	L /Drugs Corrosive 6 Ra Trai	AT Phys. De Material dioactive M	f. F	Est. MP	Pos Hace	Sex Driving Ab RECOMMI	Estimated \$ Inj.	8 18 Ur 9 20 W d Damage S. Equip able 1 Yes AM 2 No Drug Use	ndercarriage indshield 2 11 Disabling 2 Functions 3 No Dama Vehicle R Eject	Damage 9 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati 2 Tow Owne 3 Driver 4 Other	tion er's
Ac of the ped Very of the ped	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urii 2 Breath 4 Rel Hazardous Mat. Transported	ng fusec 5 No 1 None 2 Flam. Liq Ve 01 Private	Re 3 Explosive	sults A	L /Drugs Corrosive 6 Ra Trai 01 Single	AT Phys. De Material	f. F	Est. MP	Pos Race	Sex Driving Ab RECOMMI ects	Estimated \$ Inj.	8 18 Ur 20 W d Damage S. Equip able 1 Yes AM 2 No Drug Use	ndercarriage indshield 2 1 Disabling 2 Functions 3 No Dams Vehicle R Eject	Damage 9 19 overturn 1 Fire 22 Trai al age emoved By 1 Tow Rotati 2 Tow Owne 3 Driver 4 Other	tion er's
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Pod Veloup Action of the Pod A	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urin 2 Breath 4 Ref Hazardous Mat. Transported ehicle Type utomobile assenger Van ickup/Light Truck isar tires) edium Truck (4 tires)	ne fusec 5 No 1 None 2 Flam. Liq Ve 01 Private 02 Comm 03 Comm 04 Public 05 Public 06 Private	ne 3 Explosiv uid 4 Po hicle Us Transporta ercial Pass ercial Carg Transporta School Bus	sults A	Corrosive 6 Ra Trai 01 Singli 02 Tand Traile 03 Tank 04 Sadd Flatb	AT Phys. De Material dioactive Moler Typ e Semi Treme ers Trailer de Mount/	7 Of Mater. e Failer 1 2 3 4 5 6	Est. MPI tes. F her No Defect Eyesight C Fatigue/As Hearing D lliness Seizure, E	Def s Know efect efect	Sex Driving Ab RECOMMI ects y,	Inj. Estimated Stimated Inj.	8 18 Ur 9 20 W d Damage S. Equip able 1 Yes AM 2 No Drug Use ng or using o der Influence Drugs-Unde	ndercarriage indshield 2 1 Disabling 2 Functiona 3 No Dama Vehicle R Eject 3 NA edurys trugs tee	Damage 19 overturn 1 Fire 22 Trai al age 11 Tow Rotati 2 Tow Owne 3 Driver 4 Other 1 Front Left 2 Front Cents 3 Front Right 4 Rear Left	/ le)
900 Ve 01 AC 02 Pr 03 Pr (2 Re 04 M rear 1 05 Ho	3 N/A Vehicle Travelir BAC TEST 1 Blood 3 Urin 2 Breath 4 Ref Hazardous Mat. Transported ehicle Type utomobile assenger Van ickup/Light Truck isar tires) edium Truck (4	ne fusec 5 No 1 None 2 Flam. Liq Ve 01 Private 02 Comm 03 Comm 04 Public 05 Public 06 Private 07 Ambula	ne 3 Explosiv uid 4 Po hicle Us Transporta ercial Pass ercial Carg Transporta School Bus	sults A solution is a second control in the	Corrosive 6 Ra Trai 01 Single 02 Tand Traile 03 Tank 04 Sadd	AT Phys. De Material dioactive N Ier Typ e Semi Treem Semi ers Trailer lee Mount/ ed Trailer	7 Offlater. e Failer 1 2 3 4 5	Est. MPl Res. F Physical No Defect Eyesight C Fatigue/As Hearing D Illness	Post H Po	Sex Driving Ab RECOMMI ects vn	Estimated S Inj.	8 18 Ur 9 20 W d Damage S. Equip able 1 Yes AM 2 No Drug Use ng or using o der Influence Drugs-Unde	ndercarriage indshield 2 1 Disabling 2 Functiona 3 No Dama Vehicle R Eject 3 NA edurys trugs tee	Damage 19 overturn 1 Fire 22 Trail al al ge emoved By 1 Tow Rotati 2 Tow Owne 3 Driver 4 Other Location (in Vehicle 1 Front Left 2 Front Cent 3 Front Right	de)
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Figure 146. Florida Crash Report—Report 5

Contributing Cause	s - Driv	er/Ped	Vehicle [Defect		Vehicle N	Movement
01 No Improper Driving/Action	1		01 No Defects		2 3	01 Straight Ahead	1 2 3
02 Careless Driving	Т	2 3	02 Def. Brakes	$\overline{}$	- 	02 Slowing / Stopped /	
03 Failed to Yield Right-of-Way			03 Worn/Smooth Tires	1	1	Stalled	3 1
04 Improper Backing	3	1	04 Defective/Improper			03 Making Left Turn	
05 Improper Turn			Lights			04 Backing	11 Passing
06 Alcohol-Under Influence			05 Puncture/Blowout			05 Making Right Turn	12 Driverless or
07 Drugs-Under Influence			06 Steering Mech.	77 AI	II Other	06 Changing Lanes	runaway Veh.
08 Alcohol & Drugs-Under Influence			07 Windshield Wipers		Explain)	07 Entering / Leaving	77 All Other
09 Followed Too Closely			08 Equipment/Vehicle			Parking Space	(Explain)
11 Disregarded Stop Sign			Defect			08 Improperly Parked	
12 Exceeded Safe Speed Limit	19 Imprope	r Load	Vehicle Specia	al Func	ctions	Location Type L	ocation on Roadway
13 Disregarded Traffic Signal	20 Disregai	ded Other		ai Func	200115		<u> </u>
14 Failed to Maintain Equip./Veh.	Traffic C		1 None	1	2 3	1 Primarily1 On	
To improper r deemig	U	Wrong Side/Wa	,	1,1	,	240000	t on Road 1 2 3
	22 Fleeing		3 Police Pursuit	1	1	Z i iiiiaiiiy	oulder
··· =·····	23 Vehicle	Modified		nergency	Oper.	Residential 4 Me	
18 Obstructing Traffic	77 Other		6 Construction/Mainter				n Lane
Pedestrian	Action		Road System Ident	ifier R	Road S	urface Light Condi	
01 Crossing Not at Intersection	1_	2 3	01 Interstate		1 Dry	1 01 Daylight	Type
02 Crossing at Mid-block Crosswalk			02 U.S.		2 Wet	02 Dusk 1	01 Slag /Gravel /Stone
03 Crossing at Intersection			03 State 5		3 Slippery	03 Dawn	02 Blacktop
04 Walking along Road with Traffic			04 County	04	4 Icy	77 Other 04 Dark (Street L	
05 Walking Along Road Against Tra		anding in	05 Local		Weath	05 Dark (N	
06 Working on Vehicle in Road		strian Island	06 Turnpike/Toll			Z Street Li	5 / L
07 Other Working in Road		Other	07 Forest Road			03 Rain 77 Other 88 Unknow	n 77 Other
08 Standing/Playing in Road	88 Ur	nknown	77 All Other		2 Cloudy	04 Fog	
			irst/Subsequent H	<u>armful</u>			
01 Collision with MV in Transport (Re	,		sion with Moped			ollision with Crash Attenuators	
02 Collision with MV inTransport (He	,		sion with Train			ollision with Fixed Object Abov	re Road
03 Collision with MV in Transport (A	0 /		sion with Animal			V Hit Other Fixed Objevct	
04 Collision with MV in Transport (Le	,		Hit Sign/Sign Post			ollision with Moveable Object of	on Road
05 Collision with MV in Transport (Ri			Hit Utility Pole/Light Pole			V Ran into Ditch/Culvert	
06 Collision with MV in Transport (Si			lit Guardrail			an Off Road into Water	
07 Collision with MV in Transport (Ba	acked Into)		lit Fence			verturned	
08 Collision with Parked Car			Hit Concrete Barrier Wall			ccupant Fell from Vehicle	
09 Collision with MV on Other Roads	way		Hit Bridge Pier Abutment/R	aii		actor/Trailer Jackknifed	3
10 Collision with Pedestrian			Hit Tree/Shrubbery	1. (0:	34 Fi		
11 Collision with Bicycle			sion w/Construction Barrica	ade/Sign		oplosion I Other	First Subsequent
12 Collision with Bicycle (Bike Lane)			sion with Traffic Gates		// AI	i Otriei	I
		ting Causes	Traffic Cor	ntrol		Site Location	Traffic Character
	Environn		2411 2 441				
1 1 1 1		ot Obscured				ot at Intersection/	1 Straight Level
02 Obstruction With /	02 Incleme			II Other		ling / Bridge 2	2 Straight -
		Stopped Vehic	•			intersection	Upgrade/Downgrade' 3 Curve - Level
	04 Trees/C 05 Load on	rops/Bushes	04 Stop Sign 05 Yield Sign	10		fluenced by Intersection riveway Access	4 Curve-
, 00110111011111		/Fixed Object	06 Flashing Light	ш		ailroad Crossing	
	07 Signs/Bi	IIII	07 Deiles ed Ciesed		06 Br	•	Upgrade/Downgrade
06 Holes/Ruts/Unsafe Paved Edge	-	iiboaras	3 07 Railroad Signal 08 Officer / Guard /			ntrance Ramp 77 Other	Type Shoulder
0 0 11 14/	09 Smoke		Flagmen	ш		kit Ramp	1 Paved
	10 Glare	Г	09 Posted No U-Turn			ublic Parking Lot	2 Unnaved
77 All Other	77 All Othe	r	10 Special Speed Zone	е		ivate Parking Lot	3 Curb
Violator FL Statute N	lumber		(Charge)		Citation #
V1 316.123	3		Violatio	on, right o	of way		
Was Investigation Made at Sce	ne? Is In	vestigation C	omplete	Date	of Rep	ort Photos Taken?	Investigating Agency
X 1 Yes		1 Yes	- Intere		•	Voc	
	^_			4	/8/92	/ <u> </u>	
2 No, Where?		2 No- Why?		<u> </u>	- -	x No	

Figure 146. Florida Crash Report—Report 5 (continued)

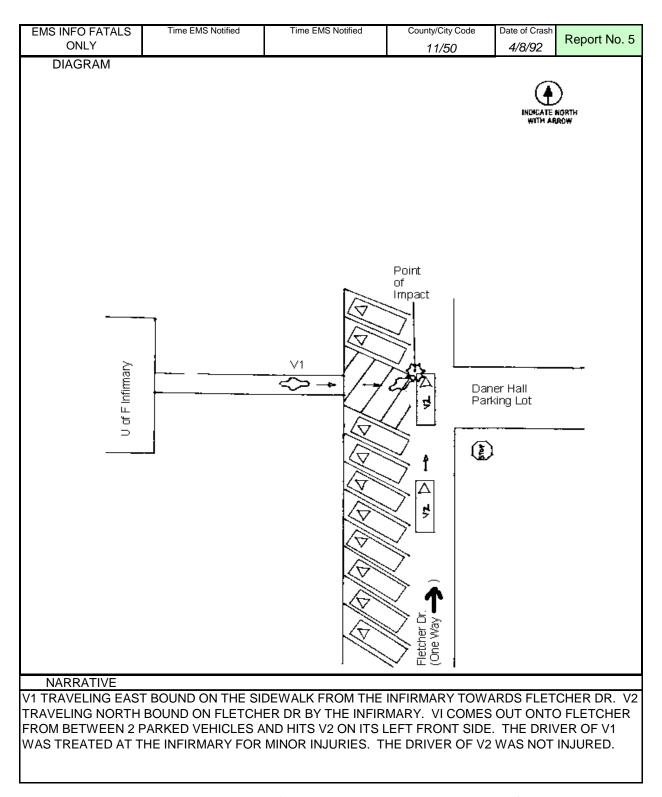


Figure 146. Florida Crash Report—Report 5 (continued)

	Date of Crash 4/29/92	1	ime of Cr AM	ash 6:15 PM	Time Officer Notified M AM 6:21			fied PM	Tim e A I		er Arrived 6:27 F	Agenc	y Report No	Crash Report No. REPORT 6		
tion	County/City Co	de Feeto		0.13 F W	N .	S	E E	-	City or To		<u>0.27</u> F	_	Town? Y	County	N / U	
80	11/34						_		-		ILLE, FL	5,			LACHUA	
Time & Location	No. of Lanes		Divided O	n street,	Road, o	r High	nway				SR	26 (W. U	niv. Ave.)		
Ē	4 At Intersection		ivided		N	s	Е	w	Foot/Mile	o of	Intersectio	•		,		
	The intersection of	J.	S.W. 8th	St.	IN IN	3	-	vv	reet/Mille	S	microcono	" be	etween n	ode 732	and 731	
D.:	1 Phantom		Year	Ма	ake		Туре		Use		2 3 4	15161	POIN	NT OF IME	PACT	
	iver tion 2 Hit & Ru	ո 3	90	Pal	eigh		10			1	(15)			e Area of	Damage '	
	3 N/A		90	Kan	Jigiri		10			لز	15	16 17	8 18 Ur	ndercarriage	19 overturn	
	Vehicle Travelin	g	N	s x	E		W	C	On	1-	4 13 12	11 10	9 20 W		1 Fire 22 Trailer	
1										Post	ted Speed	Estimated	d Damage	1 Disabling 2 Functions		
<u> </u>	5	SR 26 (V	V. Univ.	Ave)			AT	20 ^E	Est. MPH		30	 \$	150	3 No Dama	nge	
Vehicle				. 1.		1					1	Ť			emoved By	
ž	BAC TEST		5 Re	sults A	L /Drugs	Phys.	. Def.	Res	s. Ra	ace	Sex	lnj.	S. Equip	Eject	1 Tow Rotation	
	1 Blood 3 Urir				1	1	1	1		1	1	1	1	2	2 Tow Owner's	
	2 Breath 4 Ref														3 Driver 3	
Ped	Hazardous Mat. Transported		3 Explosiv		Corrosive			7 Othe	r 1			•	able 1 Yes		4 Other	
_		2 Flam. Liq		ison. Gas		1	ve Mate	er.			RECOMME	ND RE-EX			NACT	
Dri	1 Phantom iver 2 Hit & Ru		Year	Ma	ake		Туре		Use	,	2 3 4	5 6	7	NT OF IMF e Area of	1 4	
Ac	tion 2 HIL & Ru 3 N/A	' _ 3	87	Toy	ota (4			1	15	16 17			e 19 overturn	
	Vehicle Travelin	a I	N I	s	ΙE	х	W		On .		4 13 12	11 / 10	_	•	1 Fire 22 Trailer	
2	vernoie Travelli	9	" <u> </u>]°	- □-		••	`	J		ted Speed			1 Disabling		
		SR 26 (V	V. Univ.	Ave)			ΑT	Е	Est. MPH		•			2 Functions 3 No Dama		
ic e		20 (1		,,,,,				15			30	\$	500		emoved By	
Vehicle	BAC TEST	П.	Re	sults A	L /Drugs	Phys.	. Def.	Res	s. Ra	ice	Sex	lnj.	S. Equip		1 Tow Rotation	
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	2 Breath 4 Ref	usec 5 No	ne		1	1	'	2	4	2	1	1	2	1	3 Driver	
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	Hazardous Mat.	l None	3 Explosiv	es 5 (Corrosive	Mater	ial 7	Other	r ,		Driving Abi	lity Question	able 1 Yes	2	4 Other	
Ped	T	l None 2 Flam. Liq	•	es 5 (ison. Gas			rial 7 ve Mate		1		1 .	lity Question END RE-EX			4 Other	
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Figure 147. Florida Crash Report—Report 6

0 1 1 1 0	_	/D .		5	- 1	Vehicle Movement								
Contributing Causes -	Driv			Vehicle D)ețe	ct 2								
01 No Improper Driving/Action	1	2 3		01 No Defects	_					2 3				
02 Careless Driving				02 Def. Brakes	1	1			ng / Stopp	ed/		3		
03 Failed to Yield Right-of-Way	1	3		03 Worn/Smooth Tires		I		Stalled	- 1 -4 T		/	3		
04 Improper Backing		3		04 Defective/Improper	_				ng Left Tui	П	11 Do	noina		
05 Improper Turn				Lights 05 Puncture/Blowout				04 Backi	-		11 Pa	•		
06 Alcohol-Under Influence				06 Steering Mech.	Ц,	A II O4			ng Right T ging Lane			verless or		
07 Drugs-Under Influence				07 Windshield Wipers	//	All Oth (Expl			0 0		runaw 77 All	ay Veh.		
08 Alcohol & Drugs-Under Influence				08 Equipment/Vehicle		(Expi	alli)		ing / Leav	ing				
09 Followed Too Closely				Defect				Parking :	space perly Parl	rod	(⊏	xplain)		
11 Disregarded Stop Sign	nnrone	er Load						oo iiipic	peny ran	leu				
		rded Other		Vehicle Specia	ıl Fu	nctio	ns	Loca	tion Ty	pe L	ocatio	on on Roa	dway	
3	raffic C			1 None	1	2	3	1 Primar	il.,	1 On	road			
		Wrong Side/W	lav	2 Farm	Ė	- 1		Business	_		t on Ro	ad 1	2 3	
	leeing		ау	3 Police Pursuit	1	1		2 Primar			oulder		- 1 	
		Modified			ergen	cy Ope		Resident	,	4 Me		1	1	
)ther	Wodilica		6 Construction/Mainten	-	су Орс		3 Open (n Lane		<u>'</u>	
To obourdoung Traine						Doo		urface					urfooo	
Pedestrian Ac				Road System Identi	ner			JIIace		t Condi				
01 Crossing Not at Intersection	_1_	2 3		01 Interstate		01 Dr		1	01 Day		.	Тур		
02 Crossing at Mid-block Crosswalk				02 U.S.		02 W			02 Dus	1 1		01 Slag /Gra	vel /Stone	
03 Crossing at Intersection				03 State 3		03 Sli			03 Dav	vn ·		02 Blacktop		
04 Walking along Road with Traffic				04 County		04 lcy	′	77 Othe		k (Street L	0 /	03 Brick / Blo	ock	
05 Walking Along Road Against Traffic	09 St	anding in		05 Local		\٨/	eath	er .		05 Dark (N		04 Concrete		
06 Working on Vehicle in Road		strian Island		06 Turnpike/Toll						Street Li	5 7	05 Dirt	2	
07 Other Working in Road		I Other		07 Forest Road		01 Cle			77 Other	38 Unknow	n 'n	77 Other		
08 Standing/Playing in Road	88 U	nknown		77 All Other				04 Fog						
		F	Firs	st/Subsequent Ha	armf	ul Ev	ent/							
01 Collision with MV in Transport (Rear	End)	13 Colli	ision	with Moped			25 Co	llision wi	th Crash A	Attenuators				
02 Collision with MV inTransport (Head-	on)	14 Colli	ision	with Train			26 Co	llision wi	th Fixed C	bject Abov	e Road	t		
03 Collision with MV in Transport (Angle)	15 Colli	ision	with Animal			27 M\	/ Hit Othe	er Fixed O	bjevct				
04 Collision with MV in Transport (Left T	urn)	16 MV	Hit S	Sign/Sign Post			28 Co	8 Collision with Moveable Object on Road						
05 Collision with MV in Transport (Right	Turn)	17 MV	Hit (Jtility Pole/Light Pole			29 M\	9 MV Ran into Ditch/Culvert						
06 Collision with MV in Transport (Sides	wipe)	18 MV	Hit C	Guardrail			30 Ra	0 Ran Off Road into Water						
07 Collision with MV in Transport (Back	ed Into)	19 MV	Hit F	ence			31 Ov	1 Overturned						
08 Collision with Parked Car		20 MV I	Hit C	Concrete Barrier Wall			32 Occupant Fell from Vehicle							
09 Collision with MV on Other Roadway		21 MV I	Hit E	Bridge Pier Abutment/Ra	ail		33 Tractor/Trailer Jackknifed				11			
10 Collision with Pedestrian		22 MV	Hit T	ree/Shrubbery			34 Fire							
11 Collision with Bicycle		23 Colli	ision	w/Construction Barrica	de/Siç	jn	35 Explosion				First	Subse	quent	
12 Collision with Bicycle (Bike Lane)		24 Colli	ision	with Traffic Gates			77 All Other							
Contributing Causes - Co	ntribu	ting Cause	s -	Troffic Com			Site Location				Traffic Character			
	/ironr			Traffic Con	troi			Site	Locatio	Traffic Character				
01 No Defects 01 \		lot Obscured		01 No Control 11 No	o Pass	s Zone	01 No	t at Inter	section/		1 Stra	ight Level		
02 Obstruction With /	ncleme	nt Weather			I Othe			ing / Brid		_	2 Stra	-		
		Stopped Vehic	cle	03 Traffic Signal				Intersect		2		de/Downgrad	_{de} 1	
		rops/Bushes		04 Stop Sign	$\overline{}$				y Intersed	tion		/e - Level		
	oad on	Vehicle		05 Yield Sign	3		04 Dri	iveway A	ccess		4 Curv	/e-		
04 Loose Surface Materials 06 B	uilding	/Fixed Object		06 Flashing Light		•	05 Ra	ilroad Cr	ossing		Upgra	de/Downgrad	de	
05 Shoulders - Soft/Low/High 07 S	igns/B	illboards	1	07 Railroad Signal	40	1 l	06 Bri	idge	11 Priv	ate Prop.				
06 Holes/Ruts/Unsafe Paved Edge 08 F	og		1	08 Officer / Guard /	10		07 En	trance R	amp 7	77 Other	1	ype Shοι	liaer	
07 Standing Water 09 S	moke	_		Flagmen		•	08 Ex	it Ramp			1 Pave	ed		
	Slare			09 Posted No U-Turn				ıblic Park			2 Unp		1	
77 All Other 77 A	II Othe	r		10 Special Speed Zone)		10 Pri	ivate Parl	king Lot		3 Curb			
Violator FL Statute Nur	nber			C	har	ge						Citation	#	
#2 316.122				Failure to y	ield to	o turni	ing le	ft						
											1			
Was Investigation Made at Scene	le In	veetigation (۰۰۰	nloto	Dat	e of	Ren	ort Ip	notos T	aken?	Inve	stigating A	Manay	
·		. ŭ	JUIT	ihiere	Dai	UI UI	iveh			anem:	iiive:	sugaing F	(gericy	
X 1 Yes	Х	1 Yes			4	1/29	9/92	> L	Yes					
2 No, Where?		x No												

Figure 147. Florida Crash Report—Report 6 (continued)

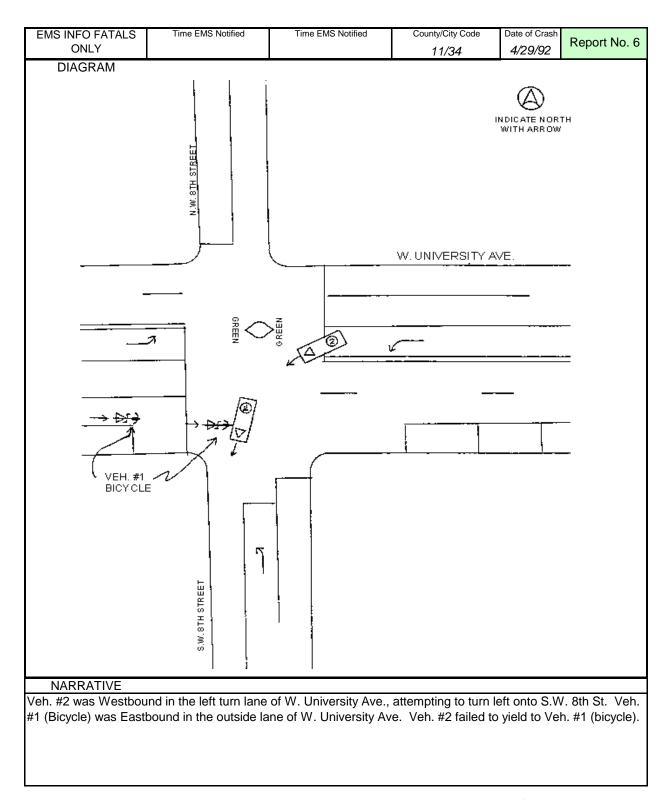


Figure 147. Florida Crash Report—Report 6 (continued)

	Date of Crash		Γime of Cr				er Not		-			er Arrived		y Report N			
ation	5/5/92 County/City Co	de Feet o	r Miles	<u>5:00</u> PM ! miles	N N	A M	<u>5:10</u> E	PM W					In City/	Town? N	REPORT 7 County		
& Location	11/00 No. of Lanes	Di	Divided On street, Road,					X		GAIN	IESV	ILLE, FL	ALACHUA				
Time {	2	<u>X</u> U no	livided	ii stroct,									g Lot 400	00 SW 47	St.		
	At Intersection	of			N X	Ø	Е	W		/Mile n <i>ile</i> s	s of	Intersectio	n		SR 24		
Dri	1 Phantom		Year	Ма	ake		Туре		Us	e		2 3 4	15[6]	7	NT OF IM		6
Act	tion 2 Hit & Ru 3 N/A	n <u>3</u>	86	Ch	evy		1				1	15	16 17	0	e Area of	Damage 19 overturn	
	Vehicle Travelir	ıg	N X	s	E		w		On		1	4 13 12	11 10	-	•	1 Fire 22 Traile	ler
1											Post	ted Speed	Estimated	d Damage	1 Disabling 2 Function		
icle		Par	king Lot	•			ΑT	5	Est. I	ИРН		N/A	\$	20	3 No Dama	age Removed By	
Vehide	BAC TEST		Re:	sults A	L /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip		1 Tow Rotatio	on
	1 Blood 3 Urir	ne			1		1		,	1	1	1	1	2	1	2 Tow Owner	's
	2 Breath 4 Ref Hazardous Mat.		ne 3 Explosive	25 5 (Corrosive	Mate	rial	7 Oth	or .			Driving Ab	ility Question	able 1 Yes	2	3 Driver 4 Other	3
Ped	T	2 Flam. Liq	•	ison. Gas			ve Mat			1			END RE-EX			4 Other	
Dri	1 Phantom		Year	Ма	ake		Туре		Us	e	:	2 3 4	15161	7	NT OF IM		1
	tion 2 Hit & Ru 3 N/A	n 3	91	Mu	rray		10				1	15	16 17	0	e Area of	Damage 19 overturn	
	Vehicle Travelin	ıg	N	s X	E		w		On			4 13 1 12	11 10	-	-	1 Fire 22 Traile	ler
2											Post	ted Speed	Estimated	d Damage	1 Disabling 2 Functions		
cle		Par	king Lot	•			ΑT	5	Est. I	ИРН		N/A	\$	None	3 No Dama		
Vehicle	BAC TEST		Re	sults A	L /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotatio	on
	1 Blood 3 Urir	ne	5		1		1		,		1	2	3	1	1	2 Tow Owner	's
	2 Breath 4 Ref Hazardous Mat.		ne 3 Explosive	<u> </u>	Corrosive	Mata	riol	7 Oth	or		I				3	3 Driver 4 Other	4
Ped	T	2 Flam. Liq	•	ison. Gas			ve Mat	61	1	Driving Ability Questionable 1 Yes 3 PRECOMMEND RE-EXAM 2 No 3 NA					4 Other		
Dri	1 Phantom		Year	Ма	ake		Туре		Us	e	:	2 3 4	15161	7	NT OF IM		
	tion 2 Hit & Ru 3 N/A	n									1	15	16 17	0	e Area of	Damage 19 overturn	
	Vehicle Travelir	ıg	N	s	E		W		On		1	4 13 12	11 10	_	-	1 Fire 22 Traile	ler
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icle						AT				ИРН			\$		3 No Damage Vehicle Removed By		
Vehicle	BAC TEST		Re	sults A	L /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotatio	on
	1 Blood 3 Urir															2 Tow Owner	's
	2 Breath 4 Ref Hazardous Mat.		ne 3 Explosive	es 50	Corrosive	Mate	rial	7 Oth	er			Driving Ab	ility Question	able 1 Yes		3 Driver 4 Other	
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	ehicle Type		hicle Us Transporta		Trai	ler T			hysic No Def				Alcohol/L 1 Not Drinkir			Location	
	assenger Van	02 Comm	ercial Pass	engers	02 Tand	em Se		2 E	Eyesig	ht De	fect	1	2 Alcohol-Ur	nder Influenc	e	(in Vehicle	;)
	ckup/Light Truck ar tires)		ercial Carg Transporta		Traile 03 Tank		r		Fatigue Hearin				3 Drugs- Un 4 Alcohol & I			1 Front Left 2 Front Cente	er
04 M	edium Truck (4		School Bus School Bu		04 Sadd Flatb		ınt/		llness Seizure	. Eni	lonev		Influence 5 Had Been	Drinking		3 Front Right 4 Rear Left	
rear t	eavy Truck (2 or	07 Ambula	ance		05 Boat	Traile		Bla	ackout				6 Pending B		sult	5 Rear Center	r
more	rear axles) ruck Tractor (Cab)		nforcement escue		06 Utility 07 Hous			7 (Other F	hysic	cal De	erect	Cofoto	E a i = -= -	n t	6 Rear Right 7 Body of truc	ck
07 M	otor Home (RV)	10 Military			08 Pole o			1 \	V hite	Rac	e Hispa	nic	Salety I	Equipme	ent	8 Bus Passen 9 Other	nge
08 Bi 09 Bi		77 Other			77 Other			2 E	Black	4	Other		2 Seat Belt /		arness		
10 M	otorcycle oped	1 A 2 B	DL Type зс		Re:	side:			equir ndors		ents		3 Child Rest 4 Air Bag	raint		Ejected	<u>i</u>
12 AI	l Terrrian Vehicle	4 D/Chauf	feur 7 N		2 Elsewh	nere in	State		1 Yes	2 No	3 N	R	5 Safety Hel	2 Yes			
13 Tr	ain ther	5 E/Opera 6 E/Oper-				Non-Resident (State) Sex 1 Female 6 Foreign 5 Unknown 2 Male							6 Eye Protection 3 Partial				

Figure 148. Florida Crash Report—Report 7

0 1 1 1 0		_	/ 5 .	-	\/ I · · · -	,			Vahiala Mayramant						
Contributing Caus	ses -	Driv			Vehicle D)ete			Vehicle Movement						
01 No Improper Driving/Action		1	2 3		01 No Defects	2	3	01 Straight	_	1 2	2 3				
02 Careless Driving					02 Def. Brakes	L	ا ر ا		02 Slowing / Stopped /			- I .	. I I		
03 Failed to Yield Right-of-Way		40			03 Worn/Smooth Tires	1	1		Stalled		L	5 1	1		
04 Improper Backing		16	7		04 Defective/Improper				03 Making						
05 Improper Turn					Lights				04 Backing			11 Passing			
06 Alcohol-Under Influence					05 Puncture/Blowout				05 Making	-			rless or		
07 Drugs-Under Influence					06 Steering Mech.	77	All Ot		06 Changir	ig Lanes		ınaway			
08 Alcohol & Drugs-Under Influen	ce				07 Windshield Wipers		(Expl	lain)	07 Entering		7	7 All Ot	ther		
09 Followed Too Closely					08 Equipment/Vehicle				Parking Sp			(Exp	olain)		
11 Disregarded Stop Sign					Defect				08 Imprope	rly Parked					
12 Exceeded Safe Speed Limit			r Load		Vehicle Specia	l Fu	nctio	ne	Locatio	n Type	Lo	ration	on Roa	dwa	av
13 Disregarded Traffic Signal		-	rded Other		•	ii i u				л турс			OHITOE	uuvve	цу
14 Failed to Maintain Equip./Veh.		affic C			1 None	1	2	3	1 Primarily		1 On ro				
15 Improper Passing		-	Wrong Side/Wa	ay	2 Farm	L	١, ١		Business		2 Not o		<u> 1</u>	2	3
16 Drove Left of Center	22 FI	eeing	Police		3 Police Pursuit	1	1		2 Primarily		3 Shou		1.1	.	
17 Exceeded Stated Speed Limit			Modified			-	су Оре	er.	Residential		4 Media		1	1	
18 Obstructing Traffic	77 O	ther			6 Construction/Mainten	ance			3 Open Co	untry	5 Turn	Lane	-		
Pedestria	n Act	ion			Road System Identi	fier	Roa	ad S	urface	Light C	onditi	on F	Road S	urfa	ace
01 Crossing Not at Intersection		1	2 3		01 Interstate		01 Dr	v	4	01 Daylight	t		Тур	oe .	
02 Crossing at Mid-block Crosswa	ılk				02 U.S.	1	02 W	•	1	02 Dusk		01	Slag /Gra		Stone
03 Crossing at Intersection					03 State 5			ippery		03 Dawn	1		Blacktop		
04 Walking along Road with Traff	С				04 County		04 lcy		77 Other	04 Dark (St	treet Lia		Brick / Bl	ock	
05 Walking Along Road Against T		na St	anding in		05 Local						ark (No		Concrete		
06 Working on Vehicle in Road			strian Island		06 Turnpike/Toll		W	eath	ner ₁		reet Ligh		Dirt		2
07 Other Working in Road					07 Forest Road		01 Cle	oar	02 Pain 77	Other 88 U		,	Other		-
08 Standing/Playing in Road	•								04 Fog	Other oo of		Ι΄.	Outoi		
oo otananig/i laying iii itoaa		00 01		iro	77 All Other st/Subsequent Ha										
04 O 15 1 10 10 10 10 10 10 10 10 10 10 10 10 1	/D			_		armı	ui Ev		. 10	O I . A.v					
01 Collision with MV in Transport	•	,			with Moped					Crash Atten					
02 Collision with MV inTransport (n)			with Train					Fixed Objec		Road			
03 Collision with MV in Transport	, ,				with Animal					Fixed Objev					
04 Collision with MV in Transport	•	,			Sign/Sign Post 28 Collision with Moveable Object										
05 Collision with MV in Transport					Jtility Pole/Light Pole 29 MV Ran into Ditch/Culvert										
06 Collision with MV in Transport	•				Guardrail				an Off Road into Water						
07 Collision with MV in Transport	(Backe	d Into)							Overturned						
08 Collision with Parked Car					Concrete Barrier Wall				Occupant Fell from Vehicle						
09 Collision with MV on Other Ro	adway				Bridge Pier Abutment/Ra	ail			actor/Traile	Jackknifed		11			
10 Collision with Pedestrian					ree/Shrubbery			34 Fi			L				
11 Collision with Bicycle					w/Construction Barrica	de/Sig			kplosion		F	irst	Subse	quen	it
12 Collision with Bicycle (Bike Lar	ie)		24 Collis	sion	with Traffic Gates			77 AI	I Other						
Contributing Causes -	Con	tribu	ting Causes	3 -	Traffic Con	trol		Site Location					Traffic Character		
Road		ironn			Traffic Cor	itiOi			Sile Li	Juanon	- ['	Traffic Character			
01 No Defects			lot Obscured		01 No Control 11 No	o Pass	s Zone	01 No	ot at Interse	1	1 Straight Level				
02 Obstruction With /			nt Weather			l Othe			(ing / Bridge	- I	Straigh		ĺ	г.	
Without Warning	03 Pa	arked/	Stopped Vehicle	е	03 Traffic Signal				Intersection			/Downgra	de	1	
03 Road Under Repair	04 Tr	ees/C	rops/Bushes		04 Stop Sign		1		fluenced by			Curve		ا ت	
/ Construction	05 Lo	ad on	Vehicle		05 Yield Sign	4			riveway Acc		Curve-				
04 Loose Surface Materials			/Fixed Object		06 Flashing Light				ailroad Cros				/Downgra	de	
05 Shoulders - Soft/Low/High	07 Si	gns/Bi	illboards	_	07 Railroad Signal		1	06 Br		11 Private I					
06 Holes/Ruts/Unsafe Paved Edg			'	1	08 Officer / Guard /			07 Er	ntrance Ram	ip 77 Ot	ther	Ιyp	oe Sho	ulae	er
07 Standing Water	09 Sı	noke			Flagmen			08 Ex	kit Ramp		1	Paved			
08 Worn/Polish Surface	10 G	lare			09 Posted No U-Turn				ublic Parking	Lot	2	Unpav	ed	_	1
77 All Other	77 AI	I Othe	r		10 Special Speed Zone)		10 Pr	rivate Parkin	g Lot	3	Curb		2	
Violator FL Statute	Num	ber			C	har	ne e				(Citation	#		
					Driving on v			of ro:	ad						
#1 316.0	01				Dilving on v	viong	Siuc	01 100	au						
											-+				
		ī				-		_	. 1=.						
Was Investigation Made at S	cene?	Is In	vestigation C	om	plete	Dat	e of	Rep	ort Pho	tos Tak	en? [li	nvesti	gating A	∖ger	ncy
X 1 Yes		х	1 Yes				- /-	. /00		Yes					
2 No, Where?							5/5,	/92	. x	No					
		i	2 No- Why?			ı			X	טאין					

Figure 148. Florida Crash Report—Report 7 (continued)

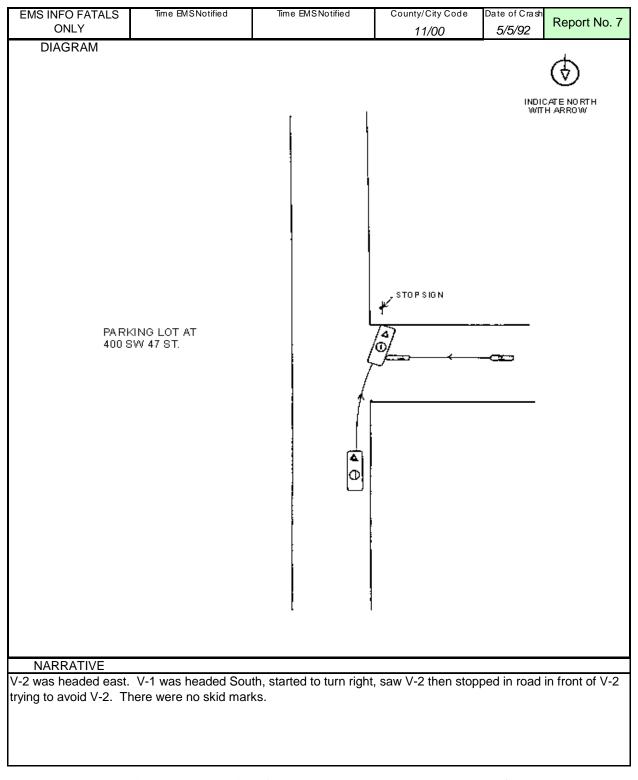


Figure 148. Florida Crash Report—Report 7 (continued)

	e of Crash 7/27/92	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		f Crash	PM <u>11:</u>	me Offic 03 AM		ified PM	4			er Arrived	Agenc	y Report N	o Crash R REPO			
igi Cou	nty/City Cod				<u>/ / / .</u> N		E	w	City					Town? Y	County			
& Location	11/32 of Lanes	Di	vided	On st	reet, Roa	d. or Hid	nhway				Vewb	erry	ALACH					
<u>u</u>	2	<u>X</u> Und											SR 4	45				
At Ir	ntersection o	f			N X		Е	w		/Mile 0 ft.	s of	Intersectio	n		SR 26			
Driver	1 Phantom		Yea	ır	Make		Туре		Us	e	2	2 3 4	5 6	POI	NT OF IM	PACT	3	
Action	2 Hit & Run	3	88	3	Pontiac	;	1				1	15	16 17	_	e Area of	Damage 19 overturn	_	
Vehi	3 N/A icle Travelin	a X	N	s	l le	:	lw		On		1	4 13 1 12	11 / 10	_	ŭ	e 19 overturn 1 Fire 22 Tra	ailer	
1	icic Travellin	9 <u>^</u>	'' L			· L	٠		0					d Damage	1 Disabling			
Φ		S	SR 45	5			ΑT	20	Est. N	ирн		35	 	0	2 Functions 3 No Dama			
S BAC		-		5 11	A1. /D	In.	. 5.(1		-				· ·			emoved By		
5 BAC	TEST ood 3 Urin	ع ا ج	5	Results	S AL/DR	ugs Phy	s. Der.	Re	es.	ка	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotat 2 Tow Owne		
	eath 4 Refu	<u> </u>	ne		1		1	1	1	1	1	2	1	2	1	3 Driver		
ъ Haza	ardous Mat. 1	None	3 Explo	osives	5 Corro	sive Mate	erial	7 Othe	er	1		Driving Abi	lity Question	nable 1 Yes	2	4 Other	3	
Tra		Flam. Liq	uid 4	Poison	Gas 6	Radioac	tive Mat	er.				RECOMME	ND RE-EX		3 NA			
Driver	1 Phantom		Yea	ır	Make		Туре		Us	e	_ 2	2 3 4	5 6	7	NT OF IMI		i	
Action	2 Hit & Run 3 N/A	3			HMMD		10				1	15 (16 17		e Area of	e 19 overturn		
Vehi	icle Travelin	g	N	s	X E		w		On		1.	4 13 12	11 10	-	•	1 Fire 22 Tra	ailer	
2			SR 45								Post	ted Speed	Estimate	d Damage	1 Disabling 2 Function			
흥				ΑT	5	Est. N	ИРН		35	\$	0	3 No Dama						
S BAC	TEST	Ι.		Results	s AL/Dru	ugs Phy	s. Def.	Re	s.	Ra	ice	Sex	lnj.	S. Equip		emoved By		
	ood 3 Urin	e 5	⁵		1		,	1	,		,	1	'	1	1	2 Tow Owne		
2 Bre	eath 4 Refu	ısec 5 No	ne		,		1					,	3	′	,	3 Driver	4	
	ardous Mat. 1 ansported 2		3 Explo			sive Mate	7 Othe	er	1			Ability Questionable 1 Yes 2 4 Other						
<u> </u>	1 Phantom	Flam. Liq	uid 4 Yea	Poison	. Gas 6 Make	Radioac		Us			RECOMME	MEND RE-EXAM 2 No 3 NA POINT OF IMPACT						
Driver Action	2 Hit & Run		. 00	`	wako		Туре		000			15 (16 17	⁷ Circl	e Area of			
	3 N/A											18 Undercarriage 19 overturn						
Vehi	icle Travelin	g	N	s	L	<u> </u>	W		, ,			ed Speed	<u> </u>		iler			
							AT		Est. N	ирн	F051	leu Speeu		u Damage		1 Disabling 2 Functional 3 No Damage		
S BAC													\$			emoved By	, 	
<u> </u>	TEST			Result	s AL/Dru	ugs Phy	s. Def.	Re	s.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotat		
1 Blo	ood 3 Urin eath 4 Refu	<u> </u>	ne													2 Tow Owne 3 Driver	er's	
\vdash	ardous Mat. 1		3 Explo	osives	5 Corro	sive Mate	erial	7 Othe	er			Driving Abi	lity Questior	nable 1 Yes	<u> </u>	4 Other	i	
		Flam. Liq	uid 4	Poison	. Gas 6	Radioac	tive Mat	er.				RECOMME	ND RE-EX	AM 2 No	3 NA	1		
Vehicl 01 Automo	le Type	Ve 01 Private	hicle Transc			railer ngle Sen			hysic lo Def					Drug Useng or using o		Location		
02 Passen	ger Van	02 Comme	ercial P	assenge	ers 02 Ta	indem S		2 E	yesigl	ht De	fect	2	Alcohol-U	nder Influend	е	(in Vehicl		
03 Pickup/l (2 Rear tire	Light Hook	03 Comme 04 Public				railers ank Traile	er		atigue learing		-		-	der Influence Drugs-Unde		1 Front Left 2 Front Cent		
04 Medium	Truck (4	05 Public	School	Bus		addle Mo	unt/	5 II	Iness				Influence			3 Front Righ		
rear tires) 05 Heavy T		06 Private 07 Ambula		l Bus		atbed oat Traile	er		Seizure ackout		lepsy	-	Had Been Pending B	Drinking AC Test Re	sult	4 Rear Left 5 Rear Cent	er	
more rear a	axles)	08 Law En		ent		ilityTraile		7 C	Other F	Physic	cal De	efect				6 Rear Right		
06 Truck T 07 Motor H	,	09 Fire/Re 10 Military				ouse Tra ole Tract			_ F	Rac	e _		Safety	Equipme	ent	7 Body of tru 8 Bus Passe		
08 Bus	, ,	11 Other 0	Governr	ment		wed Vel	hicle		V hite	3	Hispa		Not in use		arness	9 Other		
09 Bicycle			T			77 Other Residence				2 Black 4 Other Required				2 Seat Belt / Shoulder Harness 3 Child Restraint				
10 Motorcy	/cie		L Ty	<u>pe</u>						Endorsements				4 Air Bag				
11 Moped		1 A 2 B	3 C		1 Cou	unty of C	rash	Er	ndors	eme		4	Air Bag			Ejecte 1 No 2 Yes		
11 Moped	rian Vehicle		3 C feur	pe 7 None	1 Cou 2 Else		rash n State	Er	•	em e 2 No		R 5		lmet				

Figure 149. Florida Crash Report—Report 8

Contributing Cause	es - Drive	r/Ped	Vehicle	Defe	ct		Vehic	cle Move	ement	
01 No Improper Driving/Action	1	2 3	01 No Defects	1	2 3	01 Straight	Ahead	1	2 3	
02 Careless Driving	•		02 Def. Brakes			02 Slowing	/ Stopped /			
03 Failed to Yield Right-of-Way			03 Worn/Smooth Tire	s 1	77	Stalled	• • • • • • • • • • • • • • • • • • • •	1	1	
04 Improper Backing	1	77	04 Defective/Improper			03 Making	Left Turn	-		
05 Improper Turn			Lights			04 Backing		11 Pa	assing	
06 Alcohol-Under Influence			05 Puncture/Blowout			05 Making			riverless or	
07 Drugs-Under Influence			06 Steering Mech.		All Other	06 Changir	•		way Veh.	
•	. —		07 Windshield Wipers		(Explain)		•		l Other	
08 Alcohol & Drugs-Under Influence	, ————————————————————————————————————		· ·		(Lxpiaiii)	07 Entering				
09 Followed Too Closely			08 Equipment/Vehicle			Parking Sp		(1	Explain)	
11 Disregarded Stop Sign	40		Defect			08 Imprope	eny Parkeu			
12 Exceeded Safe Speed Limit	19 Improper		Vehicle Speci	al Fu	nctions	Location	on Type	Locati	ion on Roa	dwav
13 Disregarded Traffic Signal	20 Disregard		•							
14 Failed to Maintain Equip./Veh.	Traffic Co		1 None	_1	2 3	1 Primarily		1 On road		
15 Improper Passing	_	rong Side/Way	2 Farm	Ι.		Business		2 Not on Ro	oad <u>1</u>	2 3
16 Drove Left of Center	22 Fleeing Po	olice	3 Police Pursuit	_1	1	2 Primarily		3 Shoulder		_
17 Exceeded Stated Speed Limit	23 Vehicle M	odified	4 Recreational 5 Er	nergen	cy Oper.	Residentia	<u> </u>	4 Median	1	3
18 Obstructing Traffic	77 Other		6 Construction/Mainte	nance		3 Open Co	untry	5 Turn Lan	е	
Pedestrian	Action		Road System Iden	ifier	Road S	Surface	Light C	ondition	Road St	urface
01 Crossing Not at Intersection	1	2 3	01 Interstate		01 Dry	\Box	01 Daylight		Тур	e
02 Crossing at Mid-block Crosswall			02 U.S.	7	02 Wet	1	02 Dusk		01 Slag /Grav	
03 Crossing at Intersection			03 State 3		03 Slipper	, 	03 Dawn	1	02 Blacktop	
04 Walking along Road with Traffic			04 County		04 lcy	77 Other	04 Dark (St	reet Light)	03 Brick / Blo	ck
05 Walking Along Road Against Tra	effic on O		05 Local	_	04 ICy	77 Other		ark (No	04 Concrete	
		nding in			Weat	her l 1		,		١
06 Working on Vehicle in Road		rian Island	06 Turnpike/Toll					eet Light)	05 Dirt	2
07 Other Working in Road	77 All (07 Forest Road		01 Clear		Other 88 Ur	nknown	77 Other	
08 Standing/Playing in Road	88 Unk	nown	77 All Other		02 Cloudy	04 Fog				
		Firs	st/Subsequent H	armf	ul Even	t				
01 Collision with MV in Transport (F	Rear End)	13 Collision	n with Moped		25 (Collision with	Crash Atteni	uators		
02 Collision with MV inTransport (H	ead-on)	14 Collision	n with Train		26 0	Collision with	Fixed Object	t Above Roa	ıd	
03 Collision with MV in Transport (A	ingle)	15 Collision	n with Animal		27 N	//V Hit Other	Fixed Objevo	ct		
04 Collision with MV in Transport (L	• ,	16 MV Hit	Sign/Sign Post			Collision with			ad	
05 Collision with MV in Transport (F	,		Utility Pole/Light Pole			//V Ran into [•		
06 Collision with MV in Transport (S	-	18 MV Hit				Ran Off Road				
07 Collision with MV in Transport (E		19 MV Hit I				Overturned	into water			
08 Collision with Parked Car	acked into)		Concrete Barrier Wall			Occupant Fell	from Vehicle	. —	1 —	
09 Collision with MV on Other Road	huov		Bridge Pier Abutment/R	oil		ractor/Traile				
	iway		•	all			Jackkilleu	11		
10 Collision with Pedestrian			Tree/Shrubbery		34 F			بيا	لبيا ل	
11 Collision with Bicycle			w/Construction Barric	ade/Sig		Explosion		First	Subsec	quent
12 Collision with Bicycle (Bike Lane			with Traffic Gates		1///	All Other				
Contributing Causes -	Contributi	ng Causes -	Traffic Co	ntrol		Site L	ocation	Tra	ffic Chara	cter
Road	Environme	ent	l ramo oo	0.		One E	oodiioii		mo Onara	0.01
01 No Defects	01 Vision No	t Obscured	01 No Control 11 N	lo Pass	Zone 01 N	Not at Interse	ction/	1 Stra	aight Level	
02 Obstruction With /	02 Inclement	Weather	02 School Zone 77 A	II Othe	r RR	Xing / Bridge	1	2 Stra	aight -	2
Without Warning	03 Parked/St	topped Vehicle	03 Traffic Signal		02 A	At Intersection	1		ade/Downgrad	_{le} 3
03 Road Under Repair	04 Trees/Cro	ps/Bushes	04 Stop Sign		03 I	nfluenced by	Intersection		rve - Level	_
/ Construction	05 Load on V	/ehicle	05 Yield Sign	1	04 [Driveway Acc	ess	4 Cui	ve-	
04 Loose Surface Materials	06 Building/F		06 Flashing Light			Railroad Cros			ade/Downgrad	le
05 Shoulders - Soft/Low/High	07 Signs/Billb	noards	07 Railroad Signal			Bridge	11 Private I	Pron		
06 Holes/Ruts/Unsafe Paved Edge	08 Fog	1	08 Officer / Guard /			Intrance Ran			Γype Shoι	ılder
07 Standing Water	09 Smoke	<u> </u>	Flagmen			xit Ramp		1 Pav	/ed	
08 Worn/Polish Surface	10 Glare		09 Posted No U-Turn			Public Parking	n Lot		oovod	_
77 All Other	77 All Other		10 Special Speed Zor	е		Private Parkir		3 Cui		2
Violator FL Statute	Number			Char	ne .				Citation	#
11010101				J	,-					•
 										
				1=		. 1=-				
Was Investigation Made at Sc	ene? Is Inve	estigation Con	nplete	Dat	e of Re	port Pho	otos Take	en? Inve	estigating A	gency
X 1 Yes	<i>X</i> 1	Yes		1 -	7 (O -7 /o	,	Yes			
				/	7/27/9	12 🖵				
2 No, Where?	2	? No- Why?				' X	No			

Figure 149. Florida Crash Report—Report 8 (continued)

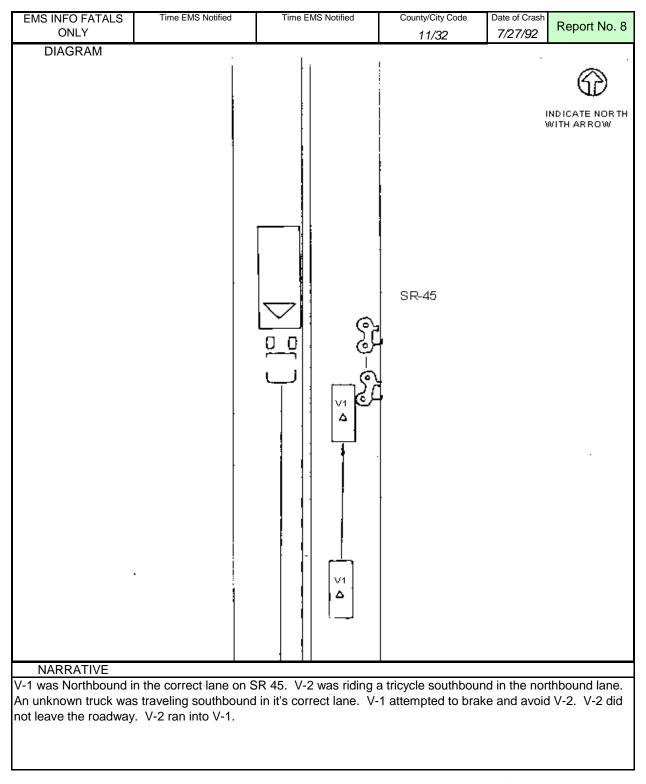


Figure 149. Florida Crash Report—Report 8 (continued)

_	T	-											_				
١_	Date of Crash 4/27/92		Time of C AM	rash <u>7:20</u> PN		Offic	er Noti <u>7:26</u>	fied PM	1	e C A M		r Arrived 7:30 P	_	y Report N	Crash R		0.
& Location	County/City Co	de Feet o	r Miles		N	s	Е	W	City or	Tov		·	In City/	Town? Y	County		
Š	09/00 No. of Lanes	D	ivided O	n street,	Road. o	r Hia	hwav				Brei				E	scamb	ia
Time	2		divided		,								Murphy	Lane			
-	At Intersection	of			N	s X	Е	W	Feet/M		of I	ntersection	1		SR 95		
Dri	1 Phantom	_	Year	М	ake		Туре		Use		2	3 4	15 61	POII	NT OF IMP	PACT	
	tion 2 Hit & Ru	n <u>3</u>	unk.	l s	trik		10				1	15 (6 17	0	e Area of	_	
	3 N/A										7			_	ndercarriage		
1	Vehicle Travelin	g	In [_s _x	<u></u> E		W		On	Ļ		1 13 12	11 10		indshield 2 1 Disabling		2 I railer
		Mur	phy Lan	ne			ΑТ		Est. MF		F 050	•		d Damage	2 Functions 3 No Dama		2
Vehicle			priy Luii					2	_0	1		25	\$	10	Vehicle R		d By
Ş	BAC TEST		5 Re	esults A	L /Drugs	Phys	. Def.	Re	s.	Rac	се	Sex	lnj.	S. Equip	Eject	•	Rotation
	1 Blood 3 Urir	ne	5		1		1	1	,	2		1	3	1	2	2 Tow	Own <u>er's</u>
	2 Breath 4 Ref	usec 5 No	one		,		,					,	3	'		3 Drive	r 3
Ped	Hazardous Mat.		3 Explosiv		Corrosive			7 Othe	er ,	1		Driving Abil	•			4 Othe	Ľ
ď		2 Flam. Liq		oison. Gas		dioacti	ve Mate	er.		4		RECOMME	ND RE-EX				
Dri	1 Phantomiver 2 Hit & Ru		Year	М	ake		Туре		Use		2	3 4	5 6	7	NT OF IMF e Area of I		2
Ac	tion 2 I III & Ku	" [3	82	Ho	nda		7				1 (15 ((1	16 17	0	ndercarriage	_	
	Vehicle Travelin	ig	N	s x	í E		w		On	1	14	1 13 12	11 10	_	indshield 2		
2							1			ħ	Post	ed Speed	Estimate	d Damage	1 Disabling 2 Functions		2
Ф		Mur	phy Lan	ne .			ΑT	25	Est. MF	Ή		25	\$	0	3 No Dama		2
Vehicle		•										-			Vehicle R	1	-
×	BAC TEST	,	5 Re	esults A	L /Drugs	Phys	. Def.	Re	S.	Rac	ce	Sex	Inj.	S. Equip	Eject		Rotation
	1 Blood 3 Urir 2 Breath 4 Ref	<u> </u>	200		1		1	1	,	2		1	2	4	2	2 Tow of 3 Drive	Owner's
	Hazardous Mat.		3 Explosiv	/es 5	Corrosive	Mate	rial 7	7 Othe	ər	Т		Driving Abil	ity Question	nable 1 Yes	2	4 Othe	14
Ped	l –	2 Flam. Liq	•	oison. Gas			ve Mate		· 1	1		RECOMME	•			1	
	1 Phantom		Year	М	ake		Туре		Use		2	1314	15161	POII	NT OF IME	PACT	
	iver tion 2 Hit & Ru	n									1	15 (16 17	0	e Area of	_	
	3 N/A						l			4	4			_ 18 Ui	ndercarriage		
	Vehicle Travelin	ig	N	_s _	JE		w		On	Ļ	14	ed Speed	1 11 1 11	20 11	indshield 2 1 Disabling		2 I raller
							ΑТ		Est. MF		F 050	eu Speeu	_	u Damaye	2 Functions 3 No Dama		
Vehicle									_•				\$		Vehicle R		d By
\ Ve	BAC TEST		Re	esults A	L /Drugs	Phys	. Def.	Re	S.	Rac	се	Sex	lnj.	S. Equip	Eject	1 Tow	Rotation
	1 Blood 3 Urir															2 Tow	Own <u>er</u> 's
	2 Breath 4 Ref					<u> </u>				- 1					Щ.	3 Drive	
Ped	Hazardous Mat. Transported	1 None 2 Flam. Liq	3 Explosiv	/es 5 oison. Gas	Corrosive		rial 7 ve Mate	7 Othe	ər			Driving Abil RECOMME	-	nable 1 Yes	3 NA	4 Othe	' <u> </u>
	ehicle Type		hicle U			ler T			nysica	тЬ	efe			Drug Use		Loca	tion
01 A	utomobile		Transport		01 Single	e Sem	i Traile	r 1 N	lo Defec	ts K	nowr	า 1		ng or using o	-		hicle)
	assenger Van		ercial Pass ercial Carg	•	02 Tand Traile		mı		yesight atigue/A					nder Influend der Influenc		1 Front	Left
	ckup/Light Truck ear tires)	04 Public	Transporta	ation	03 Tank	Traile		4 H	learing [-	Drugs-Unde		2 Front	Center
04 M rear t	edium Truck (4		School Bu School Bu		04 Sadd Flatb		int/		Iness Seizure, I	Epile	enev	F	Influence Had Been	Drinking		3 Front 4 Rear	•
	eavy Truck (2 or	07 Ambul			05 Boat	Trailer			ckout	- Piit	opay,			AC Test Re	sult	5 Rear	
more	rear axles)		nforcemen	t	06 Utility 07 Hous			7 C	ther Ph	ysica	al De	fect				6 Rear	-
	ruck Tractor (Cab) otor Home (RV)	09 Fire/Re 10 Military			07 Hous 08 Pole				Ra	асе	<u>.</u>	[Safety	Equipme	nt	-	of truck Passenger
08 B	us	11 Other	Governme	nt	09 Towe	d Veh			V hite	3 H	lispa		Not in use			9 Other	-
09 Bi	cycle otorcycle	77 Other)L Type	<u>, </u>	77 Othei	sideı	nce		_{slack} equired		Other		Seat Belt / Child Rest	' Shoulder H traint	arness	Fie	cted
	oped	1 A 2 B			1 County				ndorse		nts		Air Bag			1 No	
1								-		_			-				
	l Terrrian Vehicle	4 D/Chau 5 E/Opera		None	2 Elsewi 3 Non-R	nere in	State	<u>,</u> [Yes 2 Sex	No		R 5	Safety Hel			2 Yes 3 Partia	al .

Figure 150. Florida Crash Report—Report 9

		/D					1						
Contributing Cause	es - Driv			Vehicle D	<u>ete</u>						vement	_	
01 No Improper Driving/Action	1	2 3		01 No Defects	_1	2		01 Straight			2	3	
02 Careless Driving	_			02 Def. Brakes	1	1		-	/ Stopped /	. 1.			
03 Failed to Yield Right-of-Way	2	4		03 Worn/Smooth Tires		'		Stalled	1 -4 T		1		
04 Improper Backing		,		04 Defective/Improper Lights				03 Making 04 Backing		11	Passing		
05 Improper Turn	_			05 Puncture/Blowout				04 Backing 05 Making			•		
06 Alcohol-Under Influence		1 1		06 Steering Mech.		All Oth		06 Changir	U		Driverless	or	
07 Drugs-Under Influence	. —			07 Windshield Wipers	//	(Expla		J	Ü		away Veh. All Other		
08 Alcohol & Drugs-Under Influence	,			08 Equipment/Vehicle		(Expir	all I)	07 Entering		11			
09 Followed Too Closely 11 Disregarded Stop Sign		1 1		Defect				Parking Sp 08 Imprope			(Explain)		
	19 Imprope	r Load							•				
	20 Disrega			Vehicle Specia	ıl Fu	nctior	ns	Location	on Type	Loc	ation on I	Roadw	ay
14 Failed to Maintain Equip./Veh.	Traffic C			1 None	1	2	3	1 Primarily		1 On roa	d		
		Wrong Side/\	Nav	2 Farm	Ė	ΓĒΤ		Business		2 Not on		1 2	3
- 1 -1 3	22 Fleeing			3 Police Pursuit	1	1		2 Primarily		3 Should			Ė
	23 Vehicle				eraen	cy Ope		Residential		4 Mediar		1 1	
	77 Other			6 Construction/Mainten		., .,		3 Open Co		5 Turn L	ane 🗀		•
Pedestrian	Action			Road System Identi	fier	Roa		urface	Light C	onditio	n Road	d Surfa	ace
01 Crossing Not at Intersection	1	2 3		01 Interstate		01 Dry			01 Daylight		_	Туре	
02 Crossing at Mid-block Crosswalk				02 U.S.	1	02 We		1	02 Dusk		01 Slag		Stone
03 Crossing at Intersection		1 1		03 State 4		03 Slip			03 Dawn	2	02 Black		010110
04 Walking along Road with Traffic				04 County		04 lcv		77 Other	04 Dark (St	treet Light		•	
05 Walking Along Road Against Tra	iffic no st	anding in		05 Local						ark (No	04 Cond		
06 Working on Vehicle in Road		strian Island		06 Turnpike/Toll		VV €	eath	er 1		reet Light)			2
07 Other Working in Road		l Other		07 Forest Road		01 Cle	ear	03 Rain 77	Other 88 Ur	0 ,	77 Othe		-
08 Standing/Playing in Road		nknown		77 All Other				04 Fog	0				
, , , , , , , , , , , , , , , , , , ,			Firs	st/Subsequent Ha	armf	ul Ev	ent						
01 Collision with MV in Transport (R	lear End)	13 Co		with Moped				ollision with	Crash Atten	uators			
02 Collision with MV inTransport (He	ead-on)	14 Co	llisior	n with Train			26 Co	ollision with	Fixed Object	t Above R	oad		
03 Collision with MV in Transport (A	,	15 Co	llisior	with Animal					Fixed Objevo				
04 Collision with MV in Transport (L		16 MV	Hit S	Sign/Sign Post		2	28 Co	ollision with	Moveable O	bject on F	Road		
05 Collision with MV in Transport (R	light Turn)	17 MV	Hit U	Jtility Pole/Light Pole		2	29 M\	/ Ran into D	Ditch/Culvert				
06 Collision with MV in Transport (S	ideswipe)	18 MV	Hit (Guardrail		;	30 Ra	n Off Road	into Water				
07 Collision with MV in Transport (B	acked Into)	19 MV	Hit F	ence		;	31 Ov	erturned					
08 Collision with Parked Car		20 MV	Hit (Concrete Barrier Wall		:	32 Oc	cupant Fell	from Vehicl	е			
09 Collision with MV on Other Road	way	21 MV	Hit E	Bridge Pier Abutment/Ra	ail	:	33 Tra	actor/Trailer	Jackknifed	1	1		
10 Collision with Pedestrian		22 MV	Hit 1	Γree/Shrubbery		:	34 Fir	e					
11 Collision with Bicycle		23 Co	llisior	w/Construction Barrica	de/Sig	ın (35 Ex	plosion		Fir	st Su	bsequer	nt
12 Collision with Bicycle (Bike Lane)	24 Co	llisior	with Traffic Gates			77 All	Other					
Contributing Causes -	Contribu	ting Cause	es -	Traffic Con	trol			Sito L	ocation	т.	affic Ch	aracte	\r
Road	Environr	nent		Traine Con	itiOi			Site L	Juanon	- 1''	anic Cii	aracie	71
01 No Defects		lot Obscured		01 No Control 11 No	o Pass	Zone (01 No	t at Intersed	ction/	1.5	Straight Leve	el	
02 Obstruction With /	02 Incleme	nt Weather		02 School Zone 77 Al	I Othe	r i	RR Xi	ing / Bridge		2.5	Straight -		1
Without Warning	03 Parked/	Stopped Veh	icle	03 Traffic Signal		(02 At	Intersection	1 1		grade/Dowr		1
03 Road Under Repair		rops/Bushes		04 Stop Sign	10			,	Intersection	3.0	Curve - Leve	el	
/ Construction	05 Load on	Vehicle		05 Yield Sign	10		04 Dri	iveway Acce	ess	4 (Curve-		
04 Loose Surface Materials		/Fixed Object	t	06 Flashing Light				ilroad Cros	-		grade/Dowr	ngrade	
ŭ	07 Signs/B	illboards	1	07 Railroad Signal			06 Bri		11 Private I		Type S	houlde	۵r
06 Holes/Ruts/Unsafe Paved Edge	08 Fog		'	08 Officer / Guard /			07 En	trance Ram	np 77 Of	ther	i ype o	Houlue	CI.
07 Standing Water	09 Smoke	-		Flagmen				it Ramp			Paved		
08 Worn/Polish Surface 77 All Other	10 Glare 77 All Othe	.		09 Posted No U-Turn				iblic Parking	,		Jnpaved Curb	2	
		r <u> </u>		10 Special Speed Zone			10 Pri	ivate Parkin	g Lot	3 (
Violator FL Statute	vumber				har	je					Cital	ion #	
		-											
	al		_		ь.		n -		. .	0 .			
Was Investigation Made at Sce			Con	nplete	∣∪at	e of F	кер	ort Pho	tos Tak	en? In	vestigatir	ig Age	ncy
X 1 Yes	X	1 Yes			ر ا	1/97	7/01	, L	Yes				
2 No, Where?		2 No- Why?			′	1/27	/ 32	×	No				

Figure 150. Florida Crash Report—Report 9 (continued)

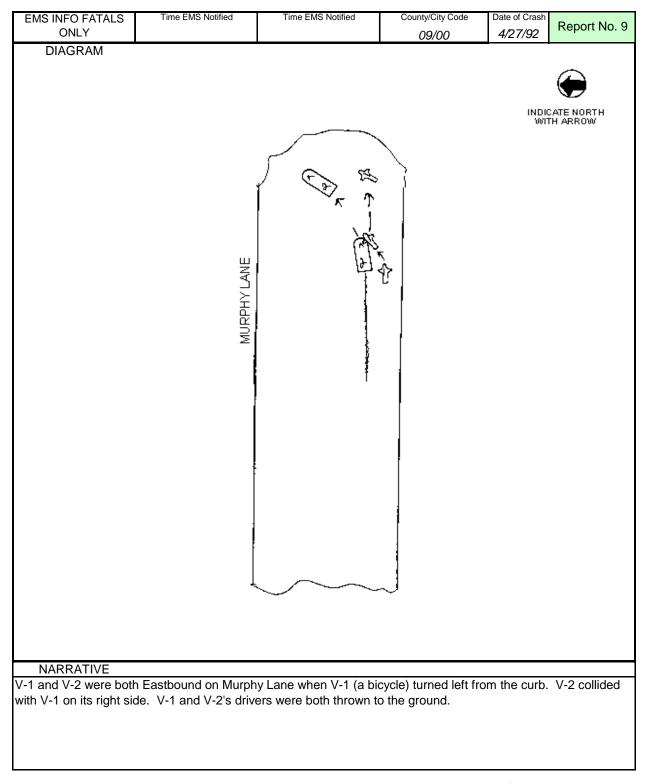


Figure 150. Florida Crash Report—Report 9 (continued)

	Date of Crash		Time of				er Not		-			er Arrived	-	y Report N		
ation	8/23/92 County/City Co	de Feet	AM or Miles	<u>3:40</u> P	M	A M	<u>3:46</u> E	PM W	City	<i>A I</i> or To		<u>3:54</u> F	In City/	Town? Y	REPO County	RT 10
Time & Location	09/28 No. of Lanes	+	ivided	On street	Road (or Hig	hway				Bre	nt			E	scambia
ime &	4	<u>X</u> U n	divided	On sheet	i, itoau, t	, ing	iiway						SR 2	96		
	At Intersection	of			N	S	Е	W X		/Mile feet	s of	Intersectio	n	Bris	tol Aven	ue
Dri	1 Phantom	_	Year	M	lake		Туре		Us	е		2 3 4	15161	7	NT OF IMI	1 7
	tion 2 Hit & Ru 3 N/A	n 3	unk.	. A	EC		10				1	15 (16 17	0	e Area of	Damage 19 overturn
	Vehicle Travelir	ıg	N X	s	E		w		On		1	4 13 12	11 10	_	-	1 Fire 22 Trailer
1							•				Post	ed Speed	Estimated	d Damage	1 Disabling 2 Function	
cle		5	SR 296				ΑT	4	Est. N	ИРН		45	\$	500	3 No Dama	
Vehide	BAC TEST		_ F	Results	AL /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip		1 Tow Rotation
	1 Blood 3 Urir		5		1		1		,	2	2	1	3	1	2	2 Tow Owner's
	2 Breath 4 Ref		one 3 Explos	ivos E	Corrosive			7 Oth					ility Question			3 Driver 4 Other
Ped	Hazardous Mat. Transported	i None 2 Flam. Li	•	Poison. Ga			ive Mat		eı	1			END RE-EX			4 Other
Dri	1 Phantom		Year	N	1ake		Туре		Us	e	2	2 3 4	5 6	POIN	NT OF IM	PACT 3
	tion 2 Hit & Ru	n 3	81	Ca	dillac		1				1	15 (16 17	Q	e Area of	Damage 19 overturn
	3 N/A Vehicle Travelir	ıq	N	s I	E	Х	w		On		1	4 13 12	11 10	-	-	1 Fire 22 Trailer
2												ed Speed	Estimated	d Damage	1 Disabling 2 Function	
eja		5	SR 296				ΑT	45	Est. N	ИРН		45	\$	100	3 No Dama	ige .
Vehicle	BAC TEST		_ F	Results	AL /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	emoved By 1 Tow Rotation
	1 Blood 3 Urir	ne	5		1		1		,		1	2	1	2	1	2 Tow Owner's
	2 Breath 4 Ref				-											3 Driver
Ped	Hazardous Mat. Transported	i None 2 Flam. Li	3 Explos quid 4 I	Poison. Ga	Corrosive		riai ive Mat	7 Oth er.	er	1		1	ility Question END RE-EX		3 NA	4 Other
Dri	1 Phantom	_	Year	N	1ake		Туре		Us	e	2	2 3 4	5 6	7	NT OF IM	
	tion 2 Hit & Ru 3 N/A	n	-								1	15 (16 17	0	e Area of	Damage 19 overturn
	Vehicle Travelir	ıg	N	s	E		w		On		1	4 13 12	11 10	_	-	1 Fire 22 Trailer
							•				Post	ed Speed	Estimated	d Damage	1 Disabling 2 Function	
cle							ΑT		Est. N	ИРН			\$		3 No Dama	emoved By
Vehicle	BAC TEST		F	Results	AL /Drugs	Phys	. Def.	Re	es.	Ra	ice	Sex	lnj.	S. Equip	Eject	1 Tow Rotation
	1 Blood 3 Urir															2 Tow Owner's
	2 Breath 4 Ref Hazardous Mat.		one 3 Explos	ives F	Corrosive	Mate	rial	7 Oth	er			Driving Ah	ility Question	nable 1 Yes		3 Driver 4 Other
Ped	Tananaman	2 Flam. Lie	•	Poison. Ga			ve Mat					ľ	END RE-EX		3 NA	-
	ehicle Type		hicle U		Trai	ler T		_	hysic No Def				Alcohol/L 1 Not Drinkir			Location
	assenger Van	02 Comm	ercial Pa	ssengers	02 Tand	em Se		2 1	Eyesigh	ht De	fect	1	2 Alcohol-Ur	nder Influenc	e	(in Vehicle)
	ckup/Light Truck ar tires)	03 Comm 04 Public	ercial Ca Transpoi		Traile 03 Tank		r		Fatigue Hearing				3 Drugs- Und 4 Alcohol & I			1 Front Left 2 Front Center
04 M	edium Truck (4	05 Public 06 Privat			04 Sadd		ınt/		llness				Influence 5 Had Been	Drinking		3 Front Right 4 Rear Left
rear t 05 He	eavy Truck (2 or	07 Ambu	lance		Flatb 05 Boat	Trailer		Bla	Seizure ackout			•	6 Pending B		sult	5 Rear Center
	rear axles) ruck Tractor (Cab)		nforceme escue	nt	06 Utility 07 Hous			7 (Other P	hysi	cal De	efect	Cafatul		4	6 Rear Right 7 Body of truck
07 M	otor Home (RV)	10 Militar		ent	08 Pole on the contract of the	Tracto	r	1 1	F White	Rac	e Hispa	nic	Safety I 1 Not in use	Equipme	mt	8 Bus Passenge 9 Other
08 Bi 09 Bi		77 Other			77 Other			2 E	Black	4	Other		2 Seat Belt /		arness	
10 M	otorcycle oped	1 A 2 B	DL Typ 3 C	е	Re:	side:		_	equir ndors		ents		3 Child Rest 4 Air Bag	raint		Ejected
12 AI	l Terrrian Vehicle	4 D/Chau	iffeur 7	None	2 Elsewh	nere in	State		1 Yes	2 No	3 N	R .	5 Safety Hel			2 Yes
13 Tr	ain ther	5 E/Oper 6 E/Oper			3 Non-R 4 Foreig				Sex		Fema Male	ie (6 Eye Proted	Juon		3 Partial

Figure 151. Florida Crash Report—Report 10

0 11 11 0 0 0				
Contributing Causes - Driver/Ped	Vehicle D			Movement
01 No Improper Driving/Action 1 2 3	01 No Defects	1 2 3	01 Straight Ahead	1 2 3
02 Careless Driving	02 Def. Brakes	, ,	02 Slowing / Stopped /	
03 Failed to Yield Right-of-Way	03 Worn/Smooth Tires	1 1	Stalled	3 1
04 Improper Backing 3 1	04 Defective/Improper		03 Making Left Turn	44 Danaina
05 Improper Turn	Lights		04 Backing	11 Passing
06 Alcohol-Under Influence	05 Puncture/Blowout		05 Making Right Turn	12 Driverless or
07 Drugs-Under Influence	06 Steering Mech.	77 All Other	06 Changing Lanes	runaway Veh.
08 Alcohol & Drugs-Under Influence	07 Windshield Wipers	(Explain)	07 Entering / Leaving	77 All Other
09 Followed Too Closely	08 Equipment/Vehicle		Parking Space	(Explain)
11 Disregarded Stop Sign	Defect		08 Improperly Parked	
12 Exceeded Safe Speed Limit 19 Improper Load	Vehicle Specia	I Functions	Location Type L	ocation on Roadway
13 Disregarded Traffic Signal 20 Disregarded Other			71 -	<u> </u>
14 Failed to Maintain Equip./Veh. Traffic Control	1 None	1 2 3	- · · · · · · · · · · · · · · · · · · ·	road
15 Improper Passing 21 Driving Wrong Side/Way	2 Farm	1 1		ot on Road 1 2 3
16 Drove Left of Center 22 Fleeing Police	3 Police Pursuit		_ · · ·····	noulder edian 1 1
17 Exceeded Stated Speed Limit 23 Vehicle Modified		ergency Oper.	i tooraoritia.	
18 Obstructing Traffic 77 Other	6 Construction/Maintena			rn Lane
Pedestrian Action	Road System Identif	fier Road S	Surface Light Cond	
01 Crossing Not at Intersection 1 2 3	01 Interstate	01 Dry	1 01 Daylight	Type
02 Crossing at Mid-block Crosswalk	02 U.S.	02 Wet	02 Dusk	01 Slag /Gravel /Stone
03 Crossing at Intersection	03 State 3	03 Slipper	y 03 Dawn /	02 Blacktop
04 Walking along Road with Traffic	04 County	04 lcy	77 Other 04 Dark (Street I	Light) 03 Brick / Block
05 Walking Along Road Against Traffic 09 Standing in	05 Local	\\/oot	05 Dark (N	lo 04 Concrete
06 Working on Vehicle in Road Pedestrian Island	06 Turnpike/Toll	Weat	Tiel 1 Street L	ight) 05 Dirt 2
07 Other Working in Road 77 All Other	07 Forest Road	01 Clear	03 Rain 77 Other 88 Unknow	wn 77 Other
08 Standing/Playing in Road 88 Unknown	77 All Other	02 Cloudy	04 Fog	
Fire	st/Subsequent Ha	armful Event	•	
	n with Moped		Collision with Crash Attenuators	S
, , ,	n with Train	26 C	Collision with Fixed Object Abor	ve Road
03 Collision with MV in Transport (Angle) 15 Collision	n with Animal	27 N	// NV Hit Other Fixed Objevct	
, , , ,	Sign/Sign Post		Collision with Moveable Object	on Road
05 Collision with MV in Transport (Right Turn) 17 MV Hit	Utility Pole/Light Pole	29 N	//////////////////////////////////////	
06 Collision with MV in Transport (Sideswipe) 18 MV Hit		30 R	Ran Off Road into Water	
07 Collision with MV in Transport (Backed Into) 19 MV Hit	Fence	31 C	Overturned	
	Concrete Barrier Wall	32 C	Occupant Fell from Vehicle	
09 Collision with MV on Other Roadway 21 MV Hit	Bridge Pier Abutment/Ra	il 33 T	ractor/Trailer Jackknifed	11
*	Tree/Shrubbery	34 F	ire	1
	n w/Construction Barrica		xplosion	First Subsequent
12 Collision with Bicycle (Bike Lane) 24 Collision	n with Traffic Gates	77 A	II Other	·
Contributing Causes - Contributing Causes -			O	
Road Environment	Traffic Con	trol	Site Location	Traffic Character
01 No Defects 01 Vision Not Obscured	01 No Control 11 No	Dass Zong 01 N	lot at Intersection/	1 Straight Level
1 1 1 1			Xing / Bridge	
oz obolidolion willi)	03 Traffic Signal		at Intersection 1	2 Straight - Upgrade/Downgrade
Without Warning 03 Parked/Stopped Vehicle 03 Road Under Repair 04 Trees/Crops/Bushes	04 Stop Sign	03 lr	nfluenced by Intersection	3 Curve - Level
/ Construction 05 Load on Vehicle	05 Yield Sign	7777	Priveway Access	4 Curve-
04 Loose Surface Materials 06 Building/Fixed Object	06 Flashing Light		Railroad Crossing	Upgrade/Downgrade
05 Shoulders Soft/Low/High 07 Signs/Billhoards	07 Railroad Signal		Bridge 11 Private Prop.	
06 Holes/Ruts/Unsafe Paved Edge 08 Fog	08 Officer / Guard /		Intrance Ramp 77 Other	Type Shoulder
07 Standing Water 09 Smoke	Flagmen		xit Ramp	1 Paved
08 Worn/Polish Surface 10 Glare	09 Posted No U-Turn		Public Parking Lot	2 Uppayed
77 All Other 77 All Other	10 Special Speed Zone		rivate Parking Lot	3 Curb 2
Violator FL Statute Number	С	harge		Citation #
				
 				
Was Investigation Made at Coase 2 le lavre d'action Coa		Data of Bar	nort Dhoton Tokon?	Investigating Agency
Was Investigation Made at Scene? Is Investigation Cor	npiete	Date of Rep		Investigating Agency
X 1 Yes X 1 Yes		8/23/9	2 Yes	
2 No, Where? 2 No- Why?		5,25,5	x No	

Figure 151. Florida Crash Report—Report 10 (continued)

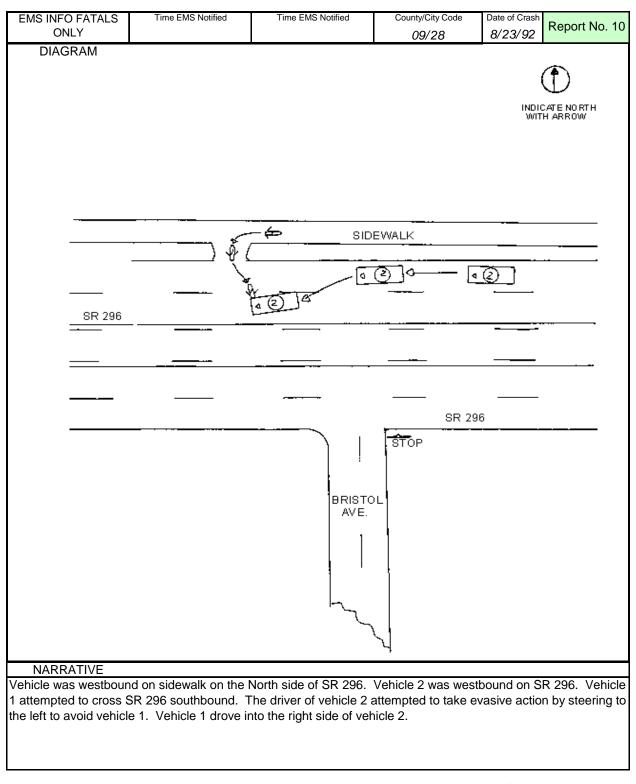


Figure 151. Florida Crash Report—Report 10 (continued)

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes

Report No.	Screen Header	Question	Correct Response
1	Crash Location	Where did the crash occur?	Intersection
	Bicyclist Position	What was the initial position of the bicyclist?	On a Sidewalk, Crosswalk, or Driveway Crossing
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	Facing traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Crossing Paths
	Crossing Path Crash – Intersection	Which of the following best describes the circumstances of the crash?	Drive/Ride—Out/Through
	Type of Traffic Control	What type of traffic control was present at the intersection?	Stop Signs, Yield Signs, or Flashing Signals
	Sign-Controlled Intersection Crash	Which of the following best describes the circumstances of the crash?	Motorist Drive-Out
Crash Ty	pe: Motorist Drive-O	ut—Sign-Controlled Intersection (Number	: 141)

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
2	Crash Location	Where did the crash occur?	Intersection
	Bicyclist Position	What was the initial position of the bicyclist?	On a Sidewalk, Crosswalk, or Driveway Crossing
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	Facing traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Crossing Paths
	Crossing Path Crash – Intersection	Which of the following best describes the circumstances of the crash?	Drive/Ride—Out/Through
	Type of Traffic Control	What type of traffic control was present at the intersection?	Traffic signals
	Signal-Controlled Intersection Crash	Which of the following best describes the circumstances of the crash?	Motorist Drive-Out
	Right Turn on Red— Crossing Path	Was the motorist making a right turn on red?	Yes
Crash Ty	pe: Motorist Drive-Ou	nt—Right Turn on Red (No. 151)	

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response				
3	Crash Location	Where did the crash occur?	Nonintersection Location				
	Bicyclist Position	What was the initial position of the bicyclist?	On a Roadway, in a Shared Travel Lane				
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	With traffic				
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above				
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Parallel Paths				
	Parallel Path Crash	Which of the following best describes the circumstances of the crash?	Motorist Turned or Merged				
	Motorist Turned or Merged	Which of the following best describes the maneuver of the motorist?	Right Turn—Same Direction				
	Right turn on red—same direction	Was motorist making a right turn on red?	No or Unknown				
Crash Ty	rash Type: Motorist Right Turn—Same Direction (Number 213)						

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
4	Crash Location	Where did the crash occur?	Nonintersection Location
	Bicyclist Position	What was the initial position of the bicyclist?	On a Sidewalk, Crosswalk, or Driveway Crossing
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	Facing traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describes the crash?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Crossing Paths
	Crossing Path Crash – Nonintersection	Which of the following scenarios best describes the crash?	Motorist Drive-Out
	Motorist Drive-Out – Nonintersection	From where did the motorist come?	Commercial Driveway or Alley
Crash Ty	pe: Motorist Drive-Ou	nt—Commercial Driveway/Alley (Number	· 322)

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
5	Crash Location	Where did the crash occur?	Nonintersection Location
	Bicyclist Position	What was the initial position of the bicyclist?	On a Sidewalk, Crosswalk, or Driveway Crossing
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	Not Applicable
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Crossing Paths
	Crossing Path Crash – Nonintersection	Which of the following scenarios best describes the crash?	Bicyclist Ride-out
	Bicyclist Ride-out – Nonintersection	From where did the motorist come?	Other Midblock Location
Crash Ty	pe: Bicyclist Ride-out-	Other Midblock (Number 318)	

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
6	Crash Location	Where did the crash occur?	Intersection
	Bicyclist Position	What was the initial position of the bicyclist?	On a Roadway, in a Shared Travel Lane
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	With traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Parallel Paths
	Parallel Path Crash	Which of the following best describes the circumstances of the crash?	Motorist Turned or Merged
	Motorist Turned or Merged	Which of the following best describes the maneuver of the motorist?	Left Turn—Opposite Direction
Crash Ty	pe: Motorist Left-Turn	—Opposite Direction (Number 212)	

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
7	Crash Location	Where did the crash occur?	Nonroadway Location
	Bicyclist Position	What was the initial position of the	Other Nonroadway Areas (Parking Lot, Open Areas,
		bicyclist?	etc.)
Crash Ty	pe: Nonroadway (Num	ber 910)	
	_		
8	Crash Location	Where did the crash occur?	Nonintersection Location
	Bicyclist Position	What was the initial position of the bicyclist?	On a Roadway, in a Shared Travel Lane
	Bicyclist Direction	In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?	Facing traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Parallel Paths
	Parallel Path Crash	Which of the following best describes the circumstances of the crash?	Head-On
	Head—on crash	Which operator was traveling in the wrong direction/travel lane?	Bicyclist
Crash Ty	pe: Head-On—Bicyclis	t (Number 250)	

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
9	Crash Location	Where did the crash occur?	Nonintersection Location
	Bicyclist Position	What was the initial position of the bicyclist?	On a Roadway, in a Shared Travel Lane
	Bicyclist Direction In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?		With traffic
	Unusual/Specific Which of the following unusual or Specific circumstances best describe?		None of the Above
	Initial Approach Paths What were the initial approach paths for the bicyclist and motorist?		Parallel Paths
	Parallel Path Crash Which of the following best describes the circumstances of the crash?		Bicyclist Turned or Merged
	Bicyclist Turned or Which of the following scenarios best		Left Turn—Same Direction
	Merged	describes the maneuver of the bicyclist?	
Crash Ty	ype: Bicyclist Left-Turn	—Same Direction (Number 221)	

Table 15. Correct Responses to the Crash Typing Logic for the 10 Sample Bicycle Crashes (continued)

Report No.	Screen Header	Question	Correct Response
10	Crash Location	Where did the crash occur?	Nonintersection Location
	Bicyclist Position	What was the initial position of the bicyclist?	On a Sidewalk, Crosswalk, or Driveway Crossing
	Bicyclist Direction In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?		With traffic
	Unusual/Specific Circumstances	Which of the following unusual or specific circumstances best describe?	None of the Above
	Initial Approach Paths	What were the initial approach paths for the bicyclist and motorist?	Parallel Paths
	Parallel Path Crash Which of the following best describes the circumstances of the crash?		Bicyclist Turned or Merged
	Bicyclist Turned or Which of the following scenarios best describes the maneuver of the bicyclist?		Ride-out
Crash Typ	e: Bicyclist Ride-out-	Parallel Path (Number 225)	

APPENDIX H: PEDSAFE AND BIKESAFE GROUPS

Shown on the following pages are the relationships between the countermeasure groups used in PEDSAFE (www.walkinginfo.org) and BIKESAFE (www.bicyclinginfo.org) and the crash types and crash groups produced in PBCAT. Refer to chapter 9 for more information on the countermeasures included in these two Web sites.

Table 16. PEDSAFE—PBCAT Mapping

PEDSAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
Dart/Dash	740	Dash/Dart-Out	741	Dash
Darv Dasii	740	Dasii/Dart-Out	742	Dart-Out
Multiple	720	Multiple	710	Multiple Threat
Threat/Trapped	720	Threat/Trapped	730	Trapped
Unique			320	Entering/Exiting Parked Vehicle
Unique Midblock	350	Unique Midblock	330	Mailbox-Related
MIGDIOCK			360	Ice Cream/Vendor Truck-Related
Through			760	Pedestrian Failed to Yield
Vehicle at Unsignalized Location	750	Crossing Roadway— Vehicle Not Turning	770	Motorist Failed to Yield
	T		1	
Bus-Related	340	Bus-Related	341	Commercial Bus-Related
Dus Related		Dus-Related	342	School Bus-Related
	·	,		
			781	Motorist Left Turn—Parallel Paths
			782	Motorist Left Turn—Perpendicular Paths
		Crossing Roadway—	791	Motorist Right Turn—Parallel Paths
	790	Vehicle Turning	792	Motorist Right Turn on Red—Parallel Paths
Turning Vehicle		venicle running	795	Motorist Right Turn—Perpendicular Paths
Turning venicle			794	Motorist Right Turn on Red—Perpendicular Paths
			799	Motorist Turn/Merge—Other/Unknown
		Crossing Drivovyov or	460	Motorist Entering Driveway or Alley
	460	Crossing Driveway or Alley	465	Motorist Exiting Driveway or Alley
		Ancy	469	Driveway Crossing—Other/Unknown

Table 16. PEDSAFE—PBCAT Mapping (continued)

PEDSAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
Through			760	Pedestrian Failed to Yield
Vehicle at	750	Crossing Roadway—	770	Motorist Failed to Yield
Signalized	750	Vehicle Not Turning		
Location				
	Г		110	
			410	Walking Along Roadway With Traffic—From Behind
			420	Walking Along Roadway With Traffic—From Front
		Walking Along Roadway		Walking Along Roadway Against Traffic—From
Walking Along	400		430	Behind
Roadway				Walking Along Roadway Against Traffic—From
			440	Front
			459	Walking Along Roadway—Direction/Position
				Unknown
Working or		Working or Playing in	311	Working in Roadway
Playing in	310	Working or Playing in Roadway	312	Playing in Roadway
Roadway				
	T			
	800	Off Roadway	830	Off Roadway—Parking Lot
	000	On Roadway	890	Off Roadway—Other/Unknown
Nonroadway		Crossing Drivovyov or	460	Motorist Entering Driveway or Alley
	460	Crossing Driveway or Alley	465	Motorist Exiting Driveway or Alley
			469	Driveway Crossing—Other/Unknown

Table 16. PEDSAFE—PBCAT Mapping (continued)

PEDSAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
			211	Backing Vehicle—Driveway
			212	Backing Vehicle—Driveway/Sidewalk Intersection
Backing Vehicle	200	Backing Vehicle	213	Backing Vehicle—Roadway
			214	Backing Vehicle—Parking Lot
			219	Backing Vehicle—Other/Unknown
Crossing an Expressway	910	Crossing Expressway	910	Crossing an Expressway
			110	Assault with Vehicle
			120	Dispute-Related
		Unusual Circumstances Waiting to Cross	130	Pedestrian on Vehicle
			140	Vehicle-Vehicle/Object
Miscellaneous	100		150	Motor Vehicle Loss of Control
(no specific			160	Pedestrian Loss of Control
countermeasures			190	Other Unusual Circumstances
provided in			220	Driverless Vehicle
PEDSAFE)			230	Disabled Vehicle-Related
			240	Emergency Vehicle-Related
			250	Play Vehicle-Related
	500		510	Waiting to Cross—Vehicle Turning
			520	Waiting to Cross—Vehicle Not Turning
			590	Waiting to Cross—Vehicle Action Unknown
		Pedestrian in	620	Walking in Roadway
	600	Roadway—	610	Standing in Roadway
	000	Circumstances		
		Unknown	313	Lying in Roadway
		Other/Unknown—	900	Other—Unknown Location
	990	Insufficient Details	680	Nonintersection—Other/Unknown
		Institution Details	690	Intersection—Other/Unknown

Table 17. BIKESAFE—PBCAT Mapping

BIKESAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
Motorist Failed		Motorist Failed to	152	Motorist Drive-out—Signalized Intersection
to Yield—	150	Yield—Signalized	151	Motorist Drive-out—Right Turn on Red
Signalized Intersection	130	Intersection	154	Motorist Drive-through—Signalized Intersection
Motorist Failed		Motorist Failed to	141	Motorist Drive-out—Sign-Controlled Intersection
to Yield—	140	Yield—Sign-	143	Motorist Drive-through—Sign-Controlled Intersection
Nonsignalized	140	Controlled		
Intersection		Intersection		
		T		
Bicyclist Failed			153	Bicyclist Ride-out—Signalized Intersection
to Yield—		Bicyclist Failed to	155	Bicyclist Ride Through—Signalized Intersection
Signalized	158	Yield—Signalized	156	Bicyclist Failed to Clear—Trapped
Intersection		Intersection	157	Bicyclist Failed to Clear—Multiple Threat
			159	Bicyclist Failed to Clear—Unknown
		T		
Bicyclist Failed		Bicyclist Failed to	142	Bicyclist Ride-out—Sign-Controlled Intersection
to Yield—	145	Yield—Sign-	144	Bicyclist Ride Through—Sign-Controlled Intersection
Nonsignalized	143	Controlled	147	Multiple Threat—Sign-Controlled Intersection
Intersection		Intersection		
 		Т		
			321	Motorist Drive-out—Residential Driveway
Motorist Drove-	320	Motorist Failed to	322	Motorist Drive-out—Commercial Driveway/Alley
Out—Midblock	2-0	Yield—Midblock	328	Motorist Drive-out—Other Midblock
			329	Motorist Drive-out—Midblock—Unknown

Table 17. BIKESAFE—PBCAT Mapping (continued)

BIKESAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name			
			311	Bicyclist Ride-out—Residential Driveway			
Bicyclist Rode		Bicyclist Failed to	312	Bicyclist Ride-out—Commercial Driveway/Alley			
Out—Midblock	310	Yield—Midblock	318	Bicyclist Ride-out—Other Midblock			
Out—Midblock		1 iciu—iviiuoiock	319	Bicyclist Ride-out—Midblock—Unknown			
			357	Multiple Threat— Midblock			
Motorist Turned	210	Motorist Left	211	Motorist Left Turn—Same Direction			
or Merged Left	210	Turn/Merge	212	Motorist Left Turn—Opposite Direction			
into Path of	219	Parking/Bus-	215	Motorist Drive-In/Out Parking			
Bicyclist		Related	216	Bus/Delivery Vehicle Pullover			
	215	Motorist Right Turn/Merge	213	Motorist Right Turn—Same Direction			
Motorist Turned			217	Motorist Right Turn on Red—Same Direction			
or Merged Right			214	Motorist Right Turn—Opposite Direction			
into Path of			218	Motorist Right Turn on Red—Opposite Direction			
Bicyclist	219	Parking/Bus-	215	Motorist Drive-In/Out Parking			
	219	Related	216	Bus/Delivery Vehicle Pullover			
Bicyclist Turned	220	Bicyclist Left	221	Bicyclist Left Turn—Same Direction			
or Merged Left	220	Turn/Merge	222	Bicyclist Left Turn—Opposite Direction			
into Path of			225	Bicyclist Ride-out—Parallel Path			
Motorist							
Bicyclist Turned			223	Bicyclist Right Turn—Same Direction			
or Merged Right	225	Bicyclist Right	224	Bicyclist Right Turn—Opposite Direction			
into Path of	223	Turn/Merge					
Motorist							

Table 17. BIKESAFE—PBCAT Mapping (continued)

BIKESAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
Motorist		Motorist	231	Motorist Overtaking—Undetected Bicyclist
Overtaking	230	Overtaking	232	Motorist Overtaking—Misjudged Space
Bicyclist	230	Bicyclist	235	Motorist Overtaking—Bicyclist Swerved
Bicyclist		Dicyclist	239	Motorist Overtaking—Other/Unknown
			241	Disvolist Overstelling Dessing on Diskt
D' 1' 4		D' 1' 4	241	Bicyclist Overtaking—Passing on Right
Bicyclist	240	Bicyclist	242	Bicyclist Overtaking—Passing on Left
Overtaking	240	Overtaking	243	Bicyclist Overtaking—Parked Vehicle
Motorist		Motorist	244	Bicyclist Overtaking—Extended Door
			249	Bicyclist Overtaking—Other/Unknown
Nonmotor Vehicle Crashes			400	Bicycle Only
			121	Bicyclist Lost Control—Mechanical problems
			122	Bicyclist Lost Control—Oversteering, Improper Braking, Speed
			123	Bicyclist Lost Control—Alcohol/Drug Impairment
Miscellaneous			124	Bicyclist Lost Control—Surface Conditions
(no specific		Loss of	129	Bicyclist Lost Control—Other/Unknown
countermeasures	110	Control/Turning	131	Motorist Lost Control—Mechanical Problems
provided in		Error		Motorist Lost Control—Oversteering, Improper Braking,
BIKESAFE)			132	Speed
			133	Motorist Lost Control—Alcohol/Drug Impairment
			134	Motorist Lost Control—Surface Conditions
			139	Motorist Lost Control—Other/Unknown
			111	Motorist Turning Error—Left Turn

Table 17. BIKESAFE—PBCAT Mapping (continued)

BIKESAFE Crash Group	PBCAT Crash Group Number	PBCAT Crash Group Name	PBCAT Crash Type Number	PBCAT Crash Type Name
			112	Motorist Turning Error—Right Turn
			113	Motorist Turning Error—Other
			114	Bicyclist Turning Error—Left Turn
			115	Bicyclist Turning Error—Right Turn
			116	Bicyclist Turning Error—Other
			148	Sign-Controlled Intersection—Other/Unknown
		Crossing Paths—	158	Signalized Intersection—Other/Unknown
	190	Other	180	Crossing Paths—Intersection—Other/Unknown Control
		Circumstances	160	Crossing Paths—Uncontrolled Intersection
			380	Crossing Paths—Midblock—Other/Unknown
			250	Head-On—Bicyclist
	258	Head-On	255	Head-On—Motorist
			259	Head-On—Unknown
		Parallel Paths—	219	Motorist Turn/Merge—Other/Unknown
	290	Other	280	Parallel Paths—Other/Unknown
		Circumstances	225	Bicyclist Ride-out—Parallel Path
	600	Backing Vehicle	600	Backing Vehicle
			510	Motorist Intentionally Caused
		Other/Unusual	520	Bicyclist Intentionally Caused
	850	Circumstances	700	Play Vehicle-Related
		Circumstances	800	Unusual Circumstances
			400	Bicycle Only
	910	Nonroadway	910	Nonroadway
	990	Other/Unknown—	980	Unknown Location
	330	Insufficient Details	970	Unknown Approach Paths

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