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.

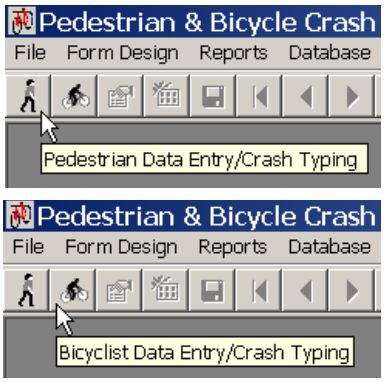


Figure 36. Image. Enter pedestrian or bicyclist crash data.

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 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.

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

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 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.

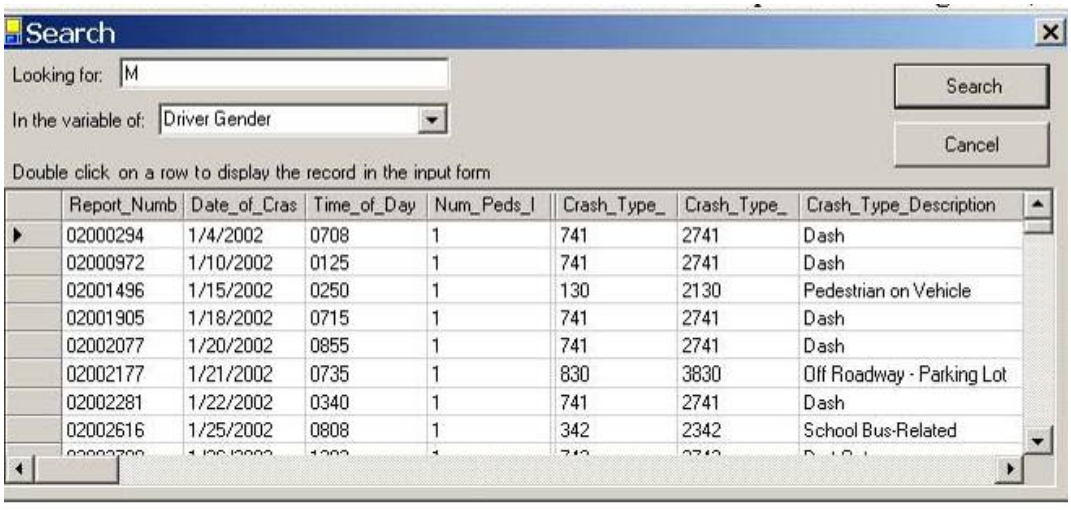
Figure 39. Image. Open a new data entry form.

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

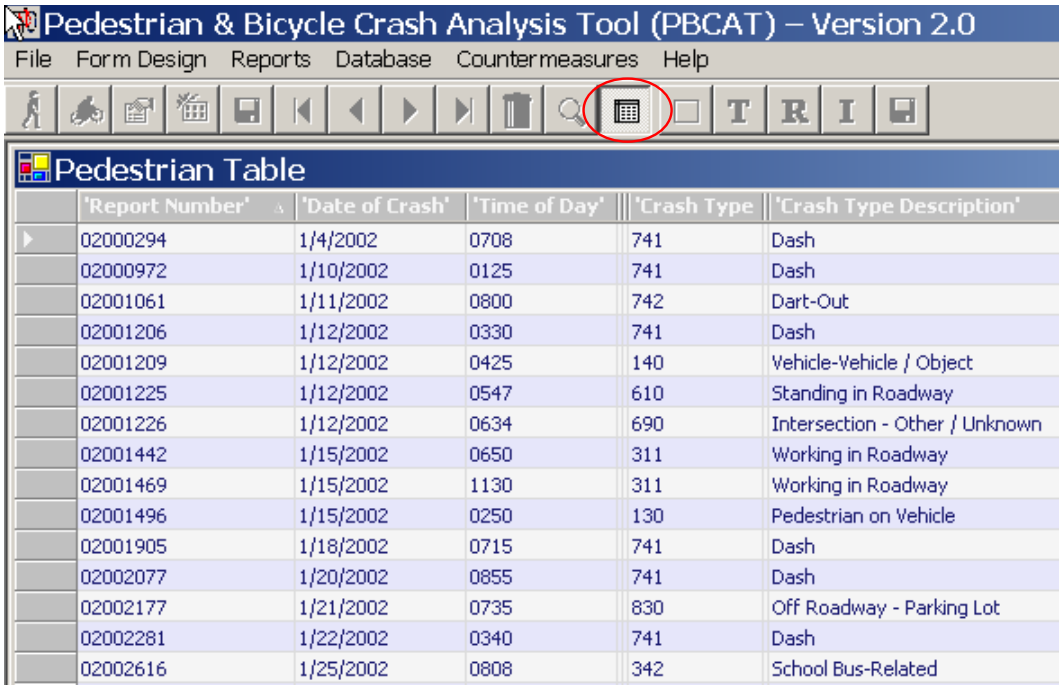
The *Search* button (magnifying glass) allows the user to search the database for a specific record or records. This feature will be most useful when searching for the record of a specific crash using the *Report Number* field. A click on this button opens a search window. The user can input the value 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*.



Report_Numb	Date_of_Cras	Time_of_Day	Num_Peds_I	Crash_Type_	Crash_Type_	Crash_Type_Description
02000294	1/4/2002	0708	1	741	2741	Dash
02000972	1/10/2002	0125	1	741	2741	Dash
02001496	1/15/2002	0250	1	130	2130	Pedestrian on Vehicle
02001905	1/18/2002	0715	1	741	2741	Dash
02002077	1/20/2002	0855	1	741	2741	Dash
02002177	1/21/2002	0735	1	830	3830	Off Roadway - Parking Lot
02002281	1/22/2002	0340	1	741	2741	Dash
02002616	1/25/2002	0808	1	342	2342	School Bus-Related

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.



'Report Number'	'Date of Crash'	'Time of Day'	'Crash Type	'Crash Type Description'
02000294	1/4/2002	0708	741	Dash
02000972	1/10/2002	0125	741	Dash
02001061	1/11/2002	0800	742	Dart-Out
02001206	1/12/2002	0330	741	Dash
02001209	1/12/2002	0425	140	Vehicle-Vehicle / Object
02001225	1/12/2002	0547	610	Standing in Roadway
02001226	1/12/2002	0634	690	Intersection - Other / Unknown
02001442	1/15/2002	0650	311	Working in Roadway
02001469	1/15/2002	1130	311	Working in Roadway
02001496	1/15/2002	0250	130	Pedestrian on Vehicle
02001905	1/18/2002	0715	741	Dash
02002077	1/20/2002	0855	741	Dash
02002177	1/21/2002	0735	830	Off Roadway - Parking Lot
02002281	1/22/2002	0340	741	Dash
02002616	1/25/2002	0808	342	School Bus-Related

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.

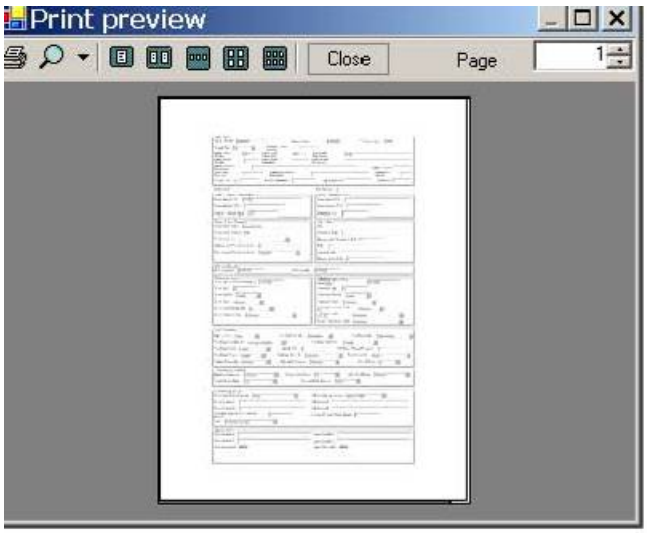


Figure 43. Image. Preview the data form that can be printed.

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 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.

Pedestrian and Bicyclist Fields (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.

Pedestrian Fields (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)

- *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.

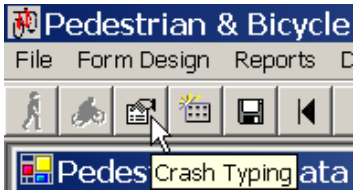


Figure 44. Image. Start the crash typing process.

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.

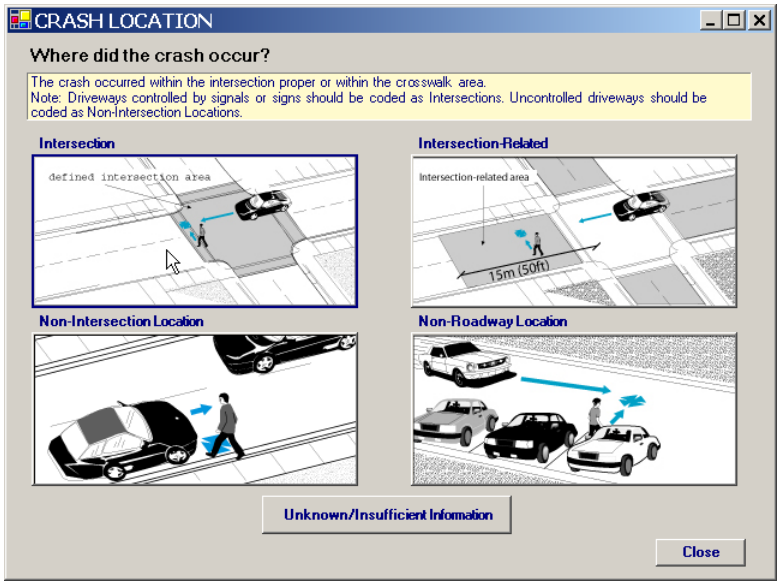


Figure 45. Image. Identify where the crash occurred.

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

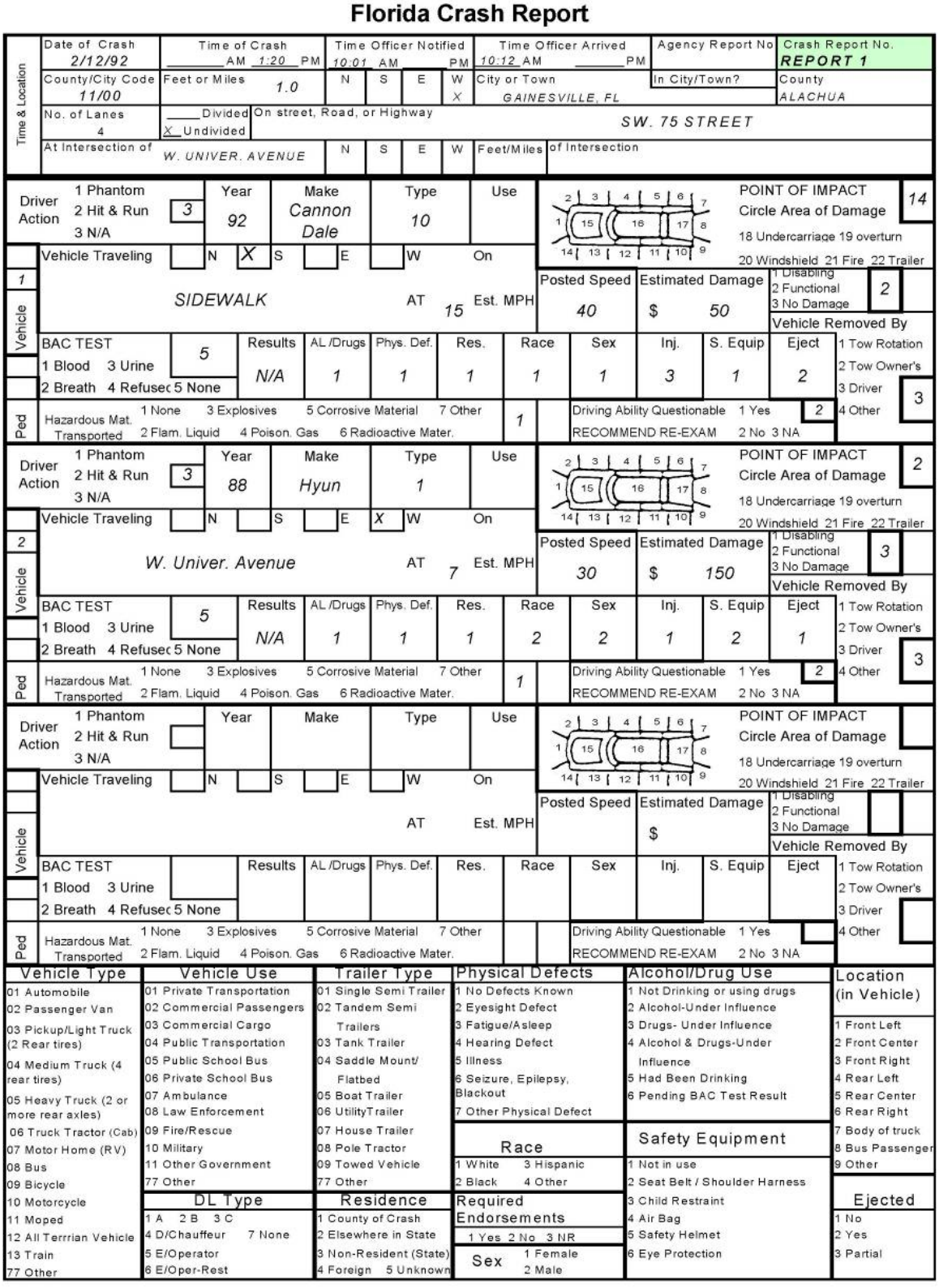
Appendix G provides copies of 20 crash reports (10 involving pedestrians and 10 involving bicyclists) and the crash types associated with these reports, as well as the questions/directives and correct responses for the sequence of screens encountered for each crash. Using the program in conjunction with 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

Time & Location										
Date of Crash: 2/12/92	Time of Crash: AM 1:20 PM	Time Officer Notified: 10:01 AM PM	Time Officer Arrived: 10:12 AM PM	Agency Report No:	Crash Report No.: REPORT 1					
County/City Code: 11/00	Feet or Miles: 1.0	N	S	E	W: X	City or Town: GAINESVILLE, FL	In City/Town?	County: ALACHUA		
No. of Lanes: 4	___ Divided / X Undivided	On street, Road, or Highway: SW. 75 STREET								
At Intersection of: W. UNIVER. AVENUE	N	S	E	W	Feet/Miles	of Intersection				

Vehicle 1

Driver Action (1 Phantom, 2 Hit & Run, 3 N/A)	Year	Make	Type	Use	POINT OF IMPACT (Circle Area of Damage)
3	92	Cannon Dale	10		14

Vehicle Traveling: N ___ S X E ___ W ___ On: SIDEWALK AT 15 Est. MPH

Posted Speed: 40 | Estimated Damage: $ 50 | 1 Disabling 2 Functional 3 No Damage: 2 | Vehicle Removed By: 3

BAC TEST (1 Blood 3 Urine 2 Breath 4 Refuse 5 None)	Results	AL /Drugs	Phys. Def.	Res.	Race	Sex	Inj.	S. Equip	Eject
5	N/A	1	1	1	1	1	3	1	2

Ped — Hazardous Mat. Transported: 1 None 2 Flam. Liquid 3 Explosives 4 Poison. Gas 5 Corrosive Material 6 Radioactive Mater. 7 Other: 1

Driving Ability Questionable: 1 Yes 2 No 3 NA: 2 | RECOMMEND RE-EXAM | 1 Tow Rotation 2 Tow Owner's 3 Driver 4 Other: 3

Vehicle 2

Driver Action (1 Phantom, 2 Hit & Run, 3 N/A)	Year	Make	Type	Use	POINT OF IMPACT (Circle Area of Damage)
3	88	Hyun	1		2

Vehicle Traveling: N ___ S ___ E ___ W X On: W. Univer. Avenue AT 7 Est. MPH

Posted Speed: 30 | Estimated Damage: $ 150 | 1 Disabling 2 Functional 3 No Damage: 3 | Vehicle Removed By: 3

BAC TEST (1 Blood 3 Urine 2 Breath 4 Refuse 5 None)	Results	AL /Drugs	Phys. Def.	Res.	Race	Sex	Inj.	S. Equip	Eject
5	N/A	1	1	1	2	2	1	2	1

Ped — Hazardous Mat. Transported: 1 None 2 Flam. Liquid 3 Explosives 4 Poison. Gas 5 Corrosive Material 6 Radioactive Mater. 7 Other: 1

Driving Ability Questionable: 1 Yes 2 No 3 NA: 2 | RECOMMEND RE-EXAM | 1 Tow Rotation 2 Tow Owner's 3 Driver 4 Other: 3

Vehicle

Driver Action (1 Phantom, 2 Hit & Run, 3 N/A)	Year	Make	Type	Use	POINT OF IMPACT (Circle Area of Damage)

Vehicle Traveling: N ___ S ___ E ___ W ___ On: AT Est. MPH

Posted Speed: | Estimated Damage: $ | 1 Disabling 2 Functional 3 No Damage: | Vehicle Removed By:

BAC TEST (1 Blood 3 Urine 2 Breath 4 Refuse 5 None)	Results	AL /Drugs	Phys. Def.	Res.	Race	Sex	Inj.	S. Equip	Eject

Ped — Hazardous Mat. Transported: 1 None 2 Flam. Liquid 3 Explosives 4 Poison. Gas 5 Corrosive Material 6 Radioactive Mater. 7 Other

Driving Ability Questionable: 1 Yes 2 No 3 NA | RECOMMEND RE-EXAM | 1 Tow Rotation 2 Tow Owner's 3 Driver 4 Other

Vehicle Type
01 Automobile
02 Passenger Van
03 Pickup/Light Truck (2 Rear tires)
04 Medium Truck (4 rear tires)
05 Heavy Truck (2 or more rear axles)
06 Truck Tractor (Cab)
07 Motor Home (RV)
08 Bus
09 Bicycle
10 Motorcycle
11 Moped
12 All Terrrian Vehicle
13 Train
77 Other

Vehicle Use
01 Private Transportation
02 Commercial Passengers
03 Commercial Cargo
04 Public Transportation
05 Public School Bus
06 Private School Bus
07 Ambulance
08 Law Enforcement
09 Fire/Rescue
10 Military
11 Other Government
77 Other

DL Type
1 A 2 B 3 C
4 D/Chauffeur 7 None
5 E/Operator
6 E/Oper-Rest

Trailer Type
01 Single Semi Trailer
02 Tandem Semi Trailers
03 Tank Trailer
04 Saddle Mount/ Flatbed
05 Boat Trailer
06 UtilityTrailer
07 House Trailer
08 Pole Tractor
09 Towed Vehicle
77 Other

Residence
1 County of Crash
2 Elsewhere in State
3 Non-Resident (State)
4 Foreign 5 Unknown

Physical Defects
1 No Defects Known
2 Eyesight Defect
3 Fatigue/Asleep
4 Hearing Defect
5 Illness
6 Seizure, Epilepsy, Blackout
7 Other Physical Defect

Race
1 White 3 Hispanic
2 Black 4 Other

Required Endorsements
1 Yes 2 No 3 NR

Sex
1 Female
2 Male

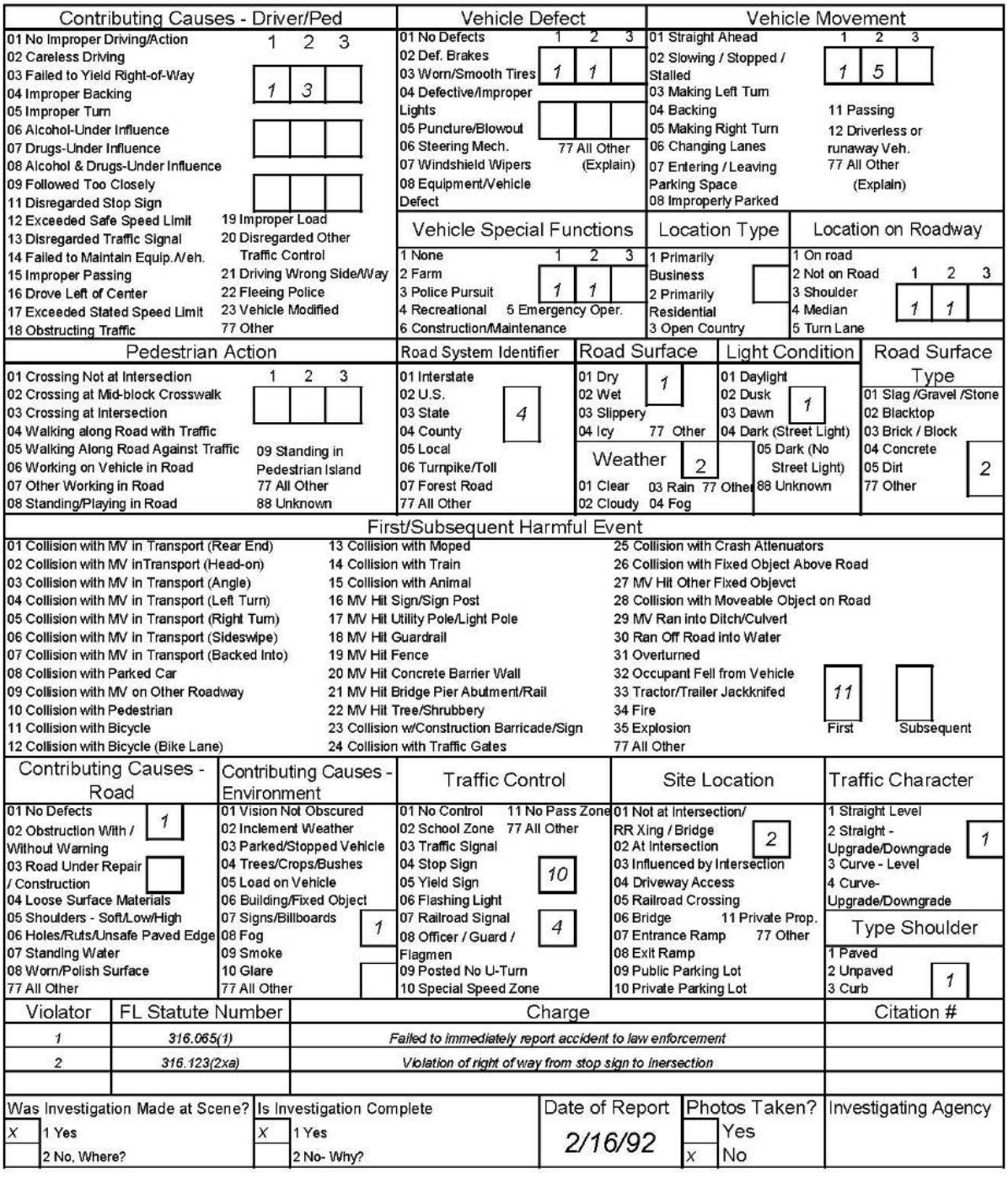
Alcohol/Drug Use
1 Not Drinking or using drugs
2 Alcohol-Under Influence
3 Drugs- Under Influence
4 Alcohol & Drugs-Under Influence
5 Had Been Drinking
6 Pending BAC Test Result

Safety Equipment
1 Not in use
2 Seat Belt / Shoulder Harness
3 Child Restraint
4 Air Bag
5 Safety Helmet
6 Eye Protection

Location (in Vehicle)
1 Front Left
2 Front Center
3 Front Right
4 Rear Left
5 Rear Center
6 Rear Right
7 Body of truck
8 Bus Passenger
9 Other

Ejected
1 No
2 Yes
3 Partial

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



Contributing Causes - Driver/Ped

01 No Improper Driving/Action
02 Careless Driving
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Turn
06 Alcohol-Under Influence
07 Drugs-Under Influence
08 Alcohol & Drugs-Under Influence
09 Followed Too Closely
11 Disregarded Stop Sign
12 Exceeded Safe Speed Limit
13 Disregarded Traffic Signal
14 Failed to Maintain Equip./Veh.
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side/Way
22 Fleeing Police
23 Vehicle Modified
77 Other

1: 1 | 2: 3 | 3:

Vehicle Defect

01 No Defects
02 Def. Brakes
03 Worn/Smooth Tires
04 Defective/Improper Lights
05 Puncture/Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment/Vehicle Defect
77 All Other (Explain)

1: 1 | 2: 1 | 3:

Vehicle Movement

01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering / Leaving Parking Space
08 Improperly Parked
11 Passing
12 Driverless or runaway Veh.
77 All Other (Explain)

1: 1 | 2: 5 | 3:

Vehicle Special Functions

1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Oper.
6 Construction/Maintenance

1: 1 | 2: 1 | 3:

Location Type

1 Primarily Business
2 Primarily Residential
3 Open Country

Location on Roadway

1 On road
2 Not on Road
3 Shoulder
4 Median
5 Turn Lane

1: 1 | 2: 1 | 3:

Pedestrian Action

01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking along Road with Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Other Working in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other
88 Unknown

1: | 2: | 3:

Road System Identifier

01 Interstate
02 U.S.
03 State: 4
04 County
05 Local
06 Turnpike/Toll
07 Forest Road
77 All Other

Road Surface

01 Dry
02 Wet: 1
03 Slippery
04 Icy
77 Other

Weather: 2

01 Clear
02 Cloudy
03 Rain
04 Fog
77 Other

Light Condition

01 Daylight
02 Dusk
03 Dawn: 1
04 Dark (Street Light)
05 Dark (No Street Light)
88 Unknown

Road Surface Type

01 Slag /Gravel /Stone
02 Blacktop
03 Brick / Block
04 Concrete
05 Dirt: 2
77 Other

First/Subsequent Harmful Event

01 Collision with MV in Transport (Rear End)
02 Collision with MV inTransport (Head-on)
03 Collision with MV in Transport (Angle)
04 Collision with MV in Transport (Left Turn)
05 Collision with MV in Transport (Right Turn)
06 Collision with MV in Transport (Sideswipe)
07 Collision with MV in Transport (Backed Into)
08 Collision with Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign/Sign Post
17 MV Hit Utility Pole/Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge Pier Abutment/Rail
22 MV Hit Tree/Shrubbery
23 Collision w/Construction Barricade/Sign
24 Collision with Traffic Gates
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Objevct
28 Collision with Moveable Object on Road
29 MV Ran into Ditch/Culvert
30 Ran Off Road into Water
31 Overturned
32 Occupant Fell from Vehicle
33 Tractor/Trailer Jackknifed
34 Fire
35 Explosion
77 All Other

First: 11 | Subsequent:

Contributing Causes - Road

01 No Defects: 1
02 Obstruction With / Without Warning
03 Road Under Repair / Construction
04 Loose Surface Materials
05 Shoulders - Soft/Low/High
06 Holes/Ruts/Unsafe Paved Edge
07 Standing Water
08 Worn/Polish Surface
77 All Other

Contributing Causes - Environment

01 Vision Not Obscured
02 Inclement Weather
03 Parked/Stopped Vehicle
04 Trees/Crops/Bushes
05 Load on Vehicle
06 Building/Fixed Object
07 Signs/Billboards: 1
08 Fog
09 Smoke
10 Glare
77 All Other

Traffic Control

01 No Control
02 School Zone
03 Traffic Signal
04 Stop Sign: 10
05 Yield Sign
06 Flashing Light
07 Railroad Signal
08 Officer / Guard / Flagmen: 4
09 Posted No U-Turn
10 Special Speed Zone
11 No Pass Zone
77 All Other

Site Location

01 Not at Intersection/ RR Xing / Bridge
02 At Intersection: 2
03 Influenced by Intersection
04 Driveway Access
05 Railroad Crossing
06 Bridge
07 Entrance Ramp
08 Exit Ramp
09 Public Parking Lot
10 Private Parking Lot
11 Private Prop.
77 Other

Traffic Character

1 Straight Level
2 Straight - Upgrade/Downgrade: 1
3 Curve - Level
4 Curve- Upgrade/Downgrade

Type Shoulder

1 Paved
2 Unpaved
3 Curb: 1

Violator	FL Statute Number	Charge	Citation #
1	316.065(1)	Failed to immediately report accident to law enforcement	
2	316.123(2xa)	Violation of right of way from stop sign to inersection	

Was Investigation Made at Scene?	Is Investigation Complete	Date of Report	Photos Taken?	Investigating Agency
X 1 Yes	X 1 Yes	2/16/92	Yes	
2 No, Where?	2 No- Why?		X No	

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

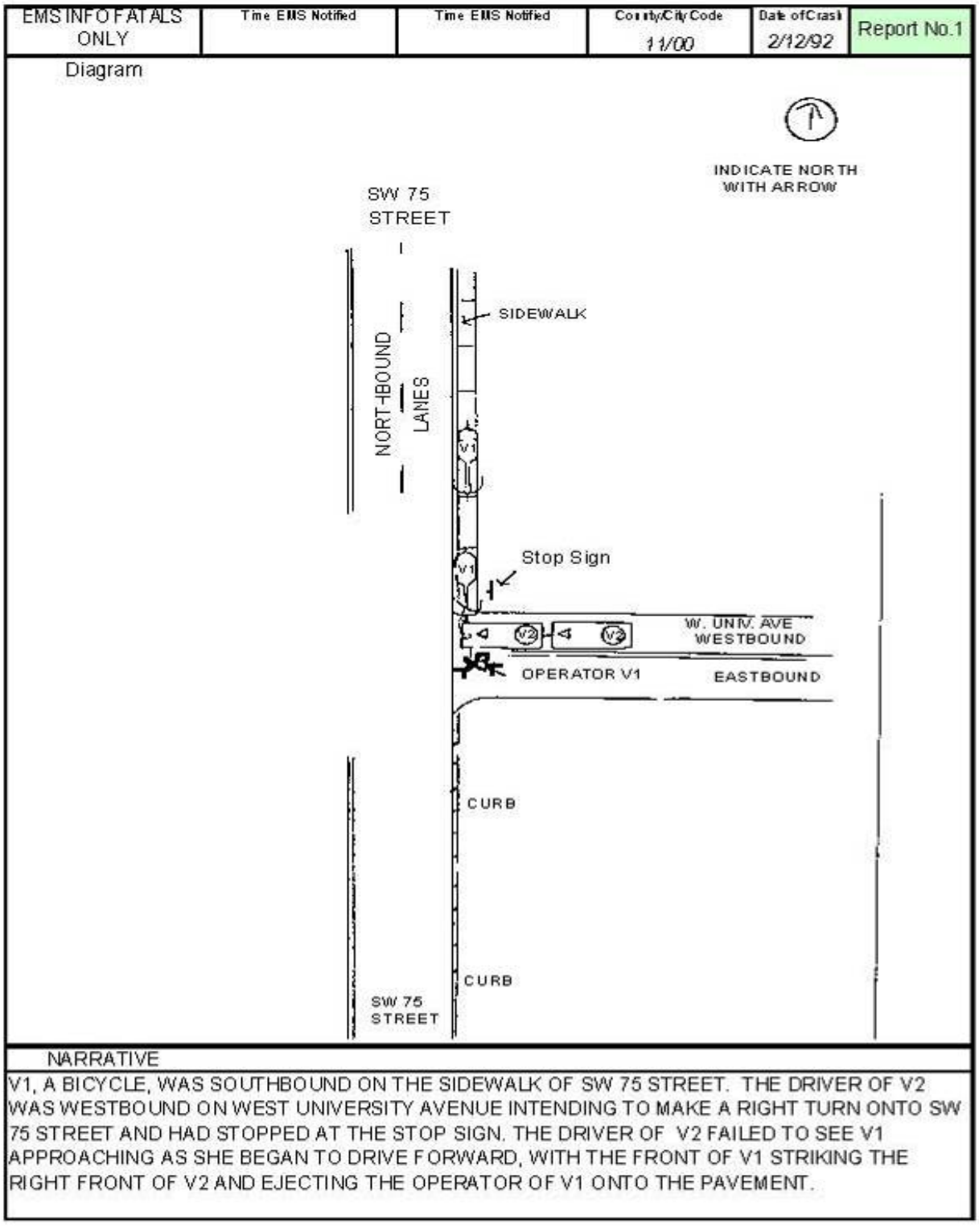


Figure 48. Image. Page 3 of Florida Crash Report for example 1.

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.

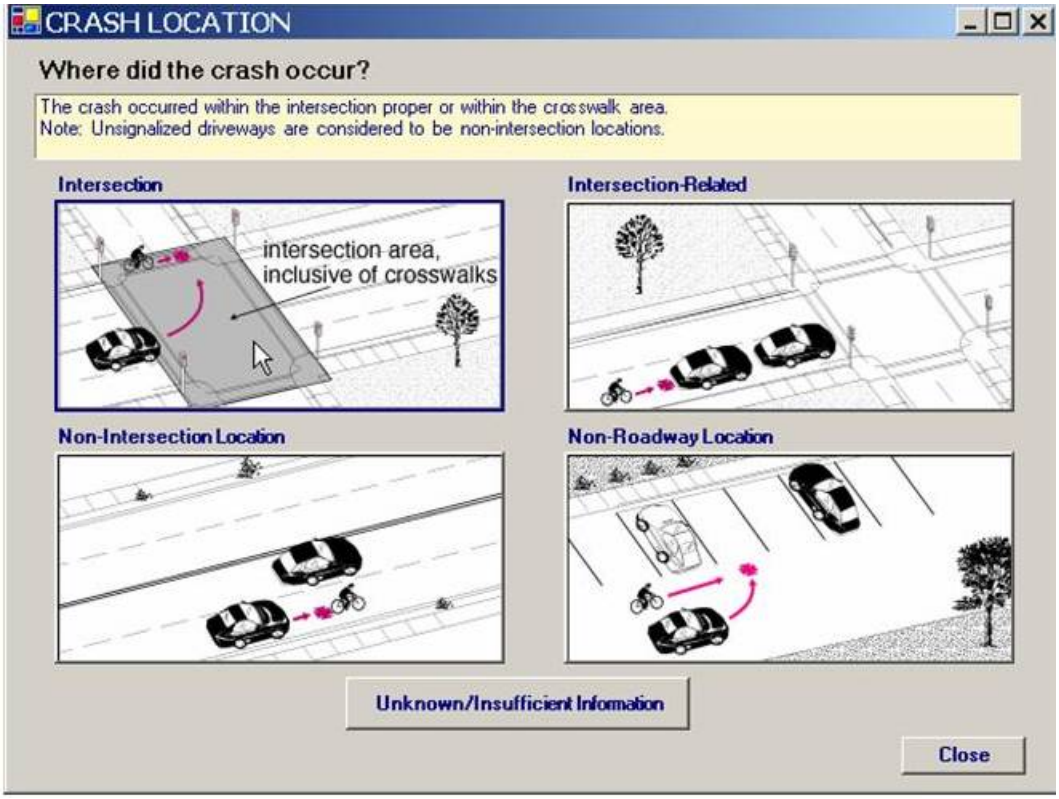


Figure 50. Image. Click on Intersection to indicate where crash occurred.

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.

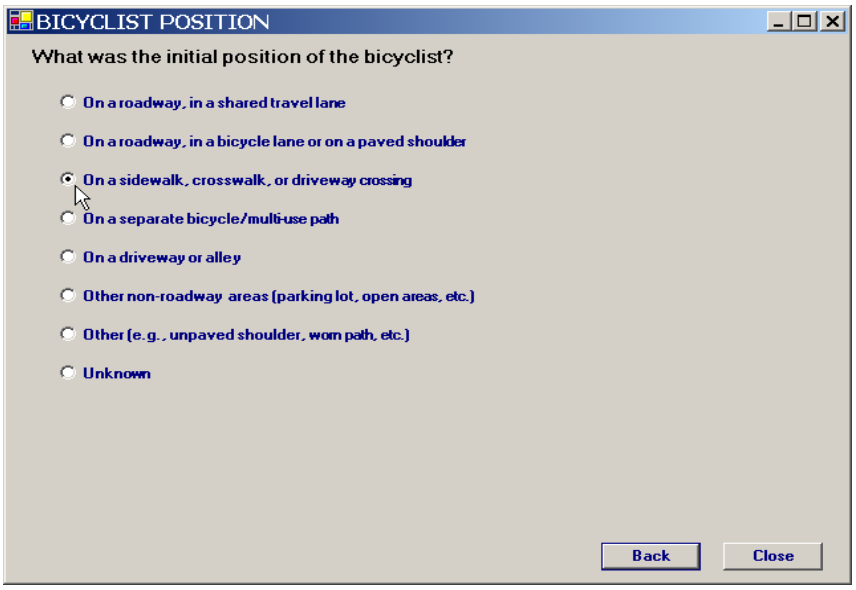


Figure 51. Image. Indicate where the bicyclist was initially positioned.

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.

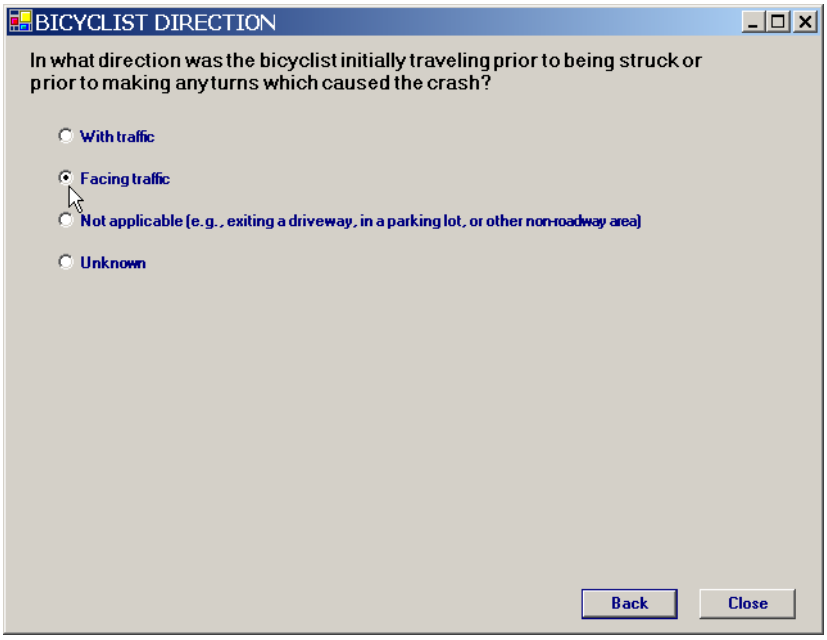


Figure 52. Image. Indicate travel direction of the bicyclist.

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.

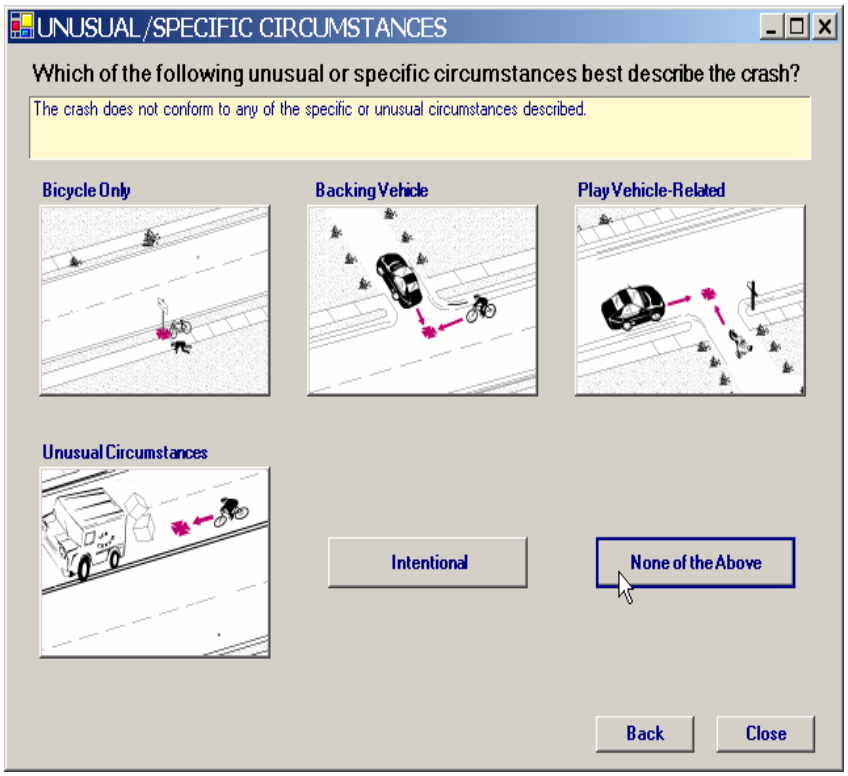


Figure 53. Image. Indicate unusual/specific circumstances.

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.

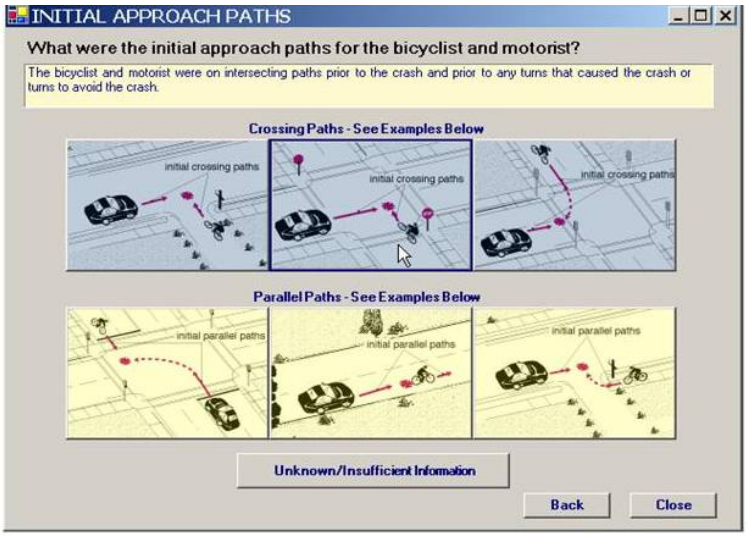


Figure 54. Image. Indicate initial approach paths.

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 this graphic, as shown in figure 55.

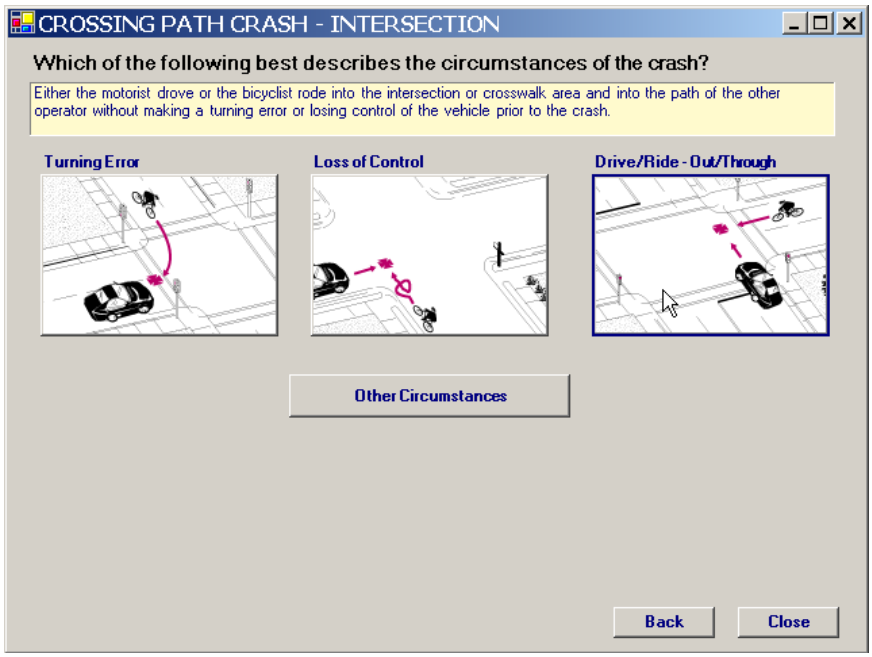


Figure 55. Image. Indicate maneuvers made by the parties.

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.

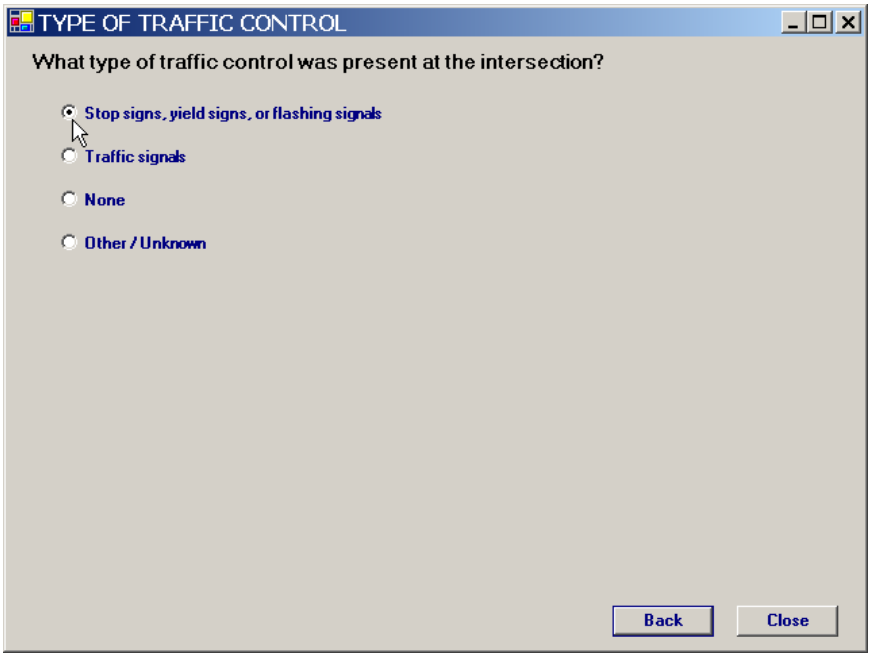


Figure 56. Image. Indicate type of traffic control at the intersection.

Screen 8—Sign-Controlled Intersection Crash

The next screen prompts the user for more details on the basis that the crash occurred at a sign-controlled 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."

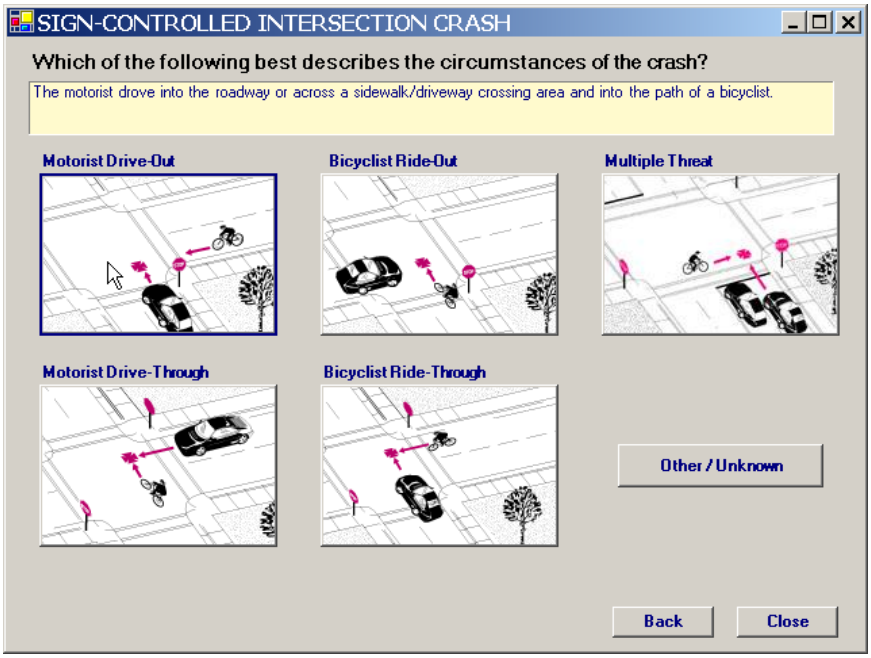


Figure 57. Image. Describe the circumstances of a sign-controlled intersection crash.

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

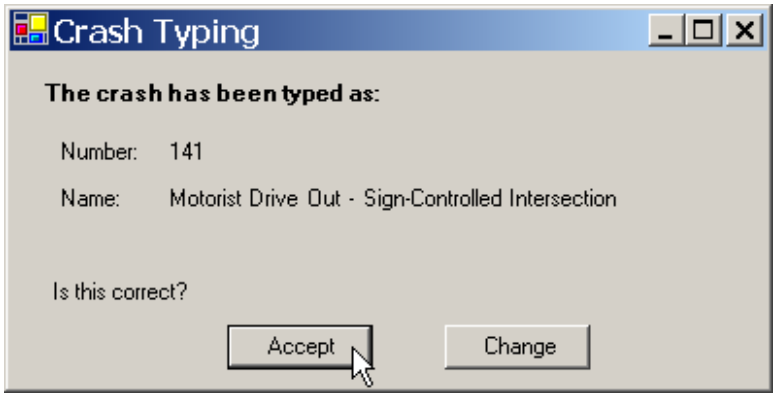


Figure 58. Image. Enter crash typing data into the entry form.

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

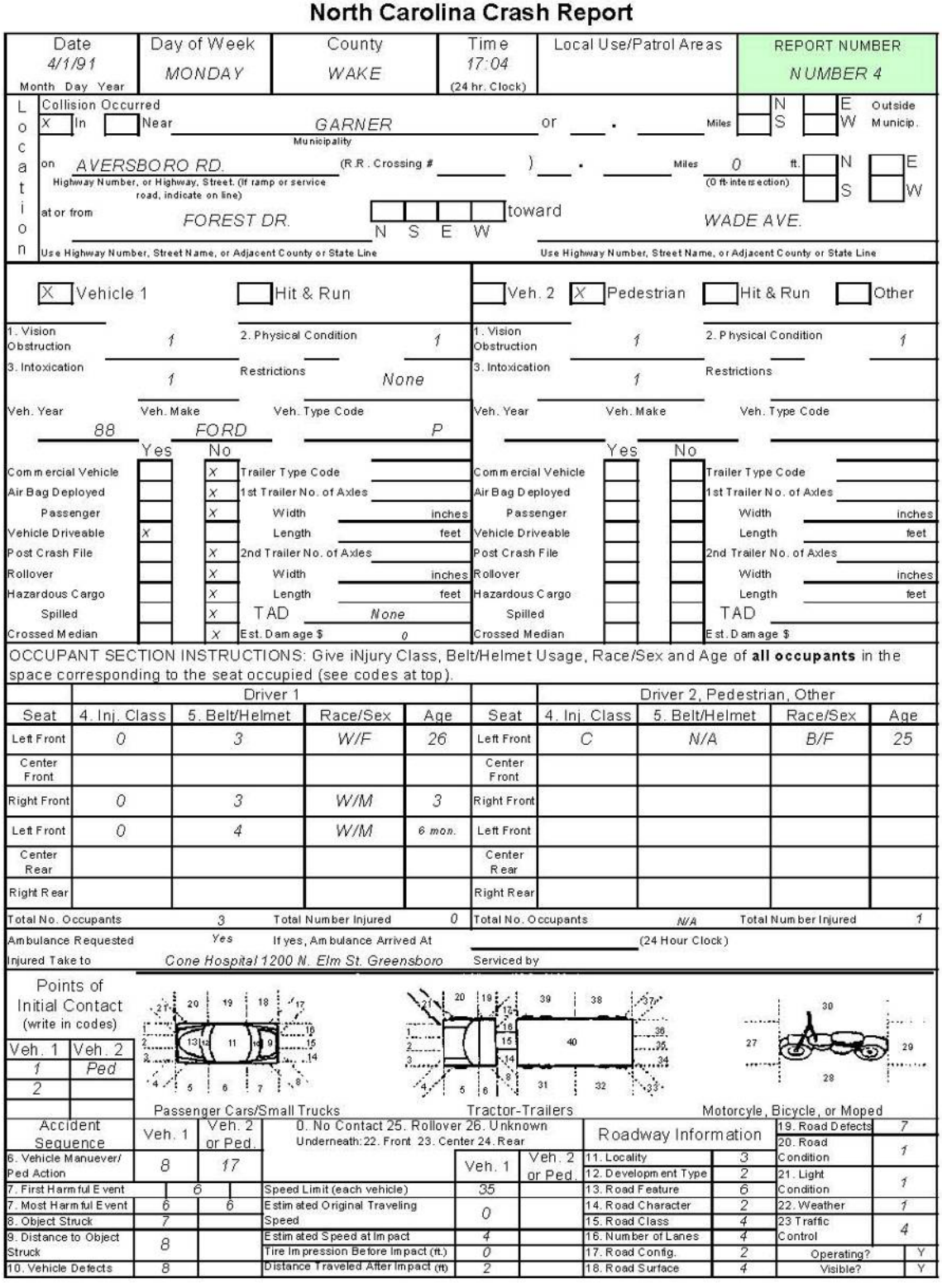
The values for the crash typing fields in this example that will appear in the database and on the form (for those fields chosen to be included on the form) are shown in table 1:

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 Description	Sidewalk/Crosswalk/Driveway 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 Carolina Crash Report

Date	Day of Week	County	Time	Local Use/Patrol Areas	REPORT NUMBER
4/1/91 (Month Day Year)	MONDAY	WAKE	17:04 (24 hr. Clock)		NUMBER 4

Location

Collision Occurred: [X] In [ ] Near GARNER (Municipality) or ___ . ___ Miles [ ] N [ ] S [ ] E [ ] W Outside Municip.

on AVERSBORO RD. (Highway Number, or Highway, Street. (If ramp or service road, indicate on line) (R.R. Crossing # ___) ___ . ___ Miles 0 ft. (0 ft-intersection) [ ] N [ ] S [ ] E [ ] W

at or from FOREST DR. [ ] N [ ] S [ ] E [ ] W toward WADE AVE.

Use Highway Number, Street Name, or Adjacent County or State Line | Use Highway Number, Street Name, or Adjacent County or State Line

[X] Vehicle 1 [ ] Hit & Run	[ ] Veh. 2 [X] Pedestrian [ ] Hit & Run [ ] Other
1. Vision Obstruction: 1	1. Vision Obstruction: 1
2. Physical Condition: 1	2. Physical Condition: 1
3. Intoxication: 1	3. Intoxication: 1
Restrictions: None	Restrictions:
Veh. Year: 88	Veh. Year:
Veh. Make: FORD	Veh. Make:
Veh. Type Code: P	Veh. Type Code:

	Yes	No			Yes	No	
Commercial Vehicle		X	Trailer Type Code	Commercial Vehicle			Trailer Type Code
Air Bag Deployed		X	1st Trailer No. of Axles	Air Bag Deployed			1st Trailer No. of Axles
Passenger		X	Width (inches)	Passenger			Width (inches)
Vehicle Driveable	X		Length (feet)	Vehicle Driveable			Length (feet)
Post Crash File		X	2nd Trailer No. of Axles	Post Crash File			2nd Trailer No. of Axles
Rollover		X	Width (inches)	Rollover			Width (inches)
Hazardous Cargo		X	Length (feet)	Hazardous Cargo			Length (feet)
Spilled		X	TAD: None	Spilled			TAD
Crossed Median		X	Est. Damage $: 0	Crossed Median			Est. Damage $

OCCUPANT SECTION INSTRUCTIONS: Give iNjury Class, Belt/Helmet Usage, Race/Sex and Age of **all occupants** in the space corresponding to the seat occupied (see codes at top).

Driver 1					Driver 2, Pedestrian, Other				
Seat	4. Inj. Class	5. Belt/Helmet	Race/Sex	Age	Seat	4. Inj. Class	5. Belt/Helmet	Race/Sex	Age
Left Front	0	3	W/F	26	Left Front	C	N/A	B/F	25
Center Front					Center Front				
Right Front	0	3	W/M	3	Right Front				
Left Front	0	4	W/M	6 mon.	Left Front				
Center Rear					Center Rear				
Right Rear					Right Rear				

Total No. Occupants	3	Total Number Injured	0	Total No. Occupants: N/A	Total Number Injured: 1
Ambulance Requested	Yes	If yes, Ambulance Arrived At		(24 Hour Clock)	
Injured Take to	Cone Hospital 1200 N. Elm St. Greensboro			Serviced by	

Points of Initial Contact (write in codes)

Veh. 1	Veh. 2
1	Ped
2	

Passenger Cars/Small Trucks

Tractor-Trailers

Motorcyle, Bicycle, or Moped

Accident Sequence	Veh. 1	Veh. 2 or Ped.
6. Vehicle Manuever/ Ped Action	8	17
7. First Harmful Event	6	
7. Most Harmful Event	6	6
8. Object Struck	7	
9. Distance to Object Struck	8	
10. Vehicle Defects	8	

0. No Contact 25. Rollover 26. Unknown
Underneath: 22. Front 23. Center 24. Rear

	Veh. 1	Veh. 2 or Ped.
Speed Limit (each vehicle)	35	
Estimated Original Traveling Speed	0	
Estimated Speed at Impact	4	
Tire Impression Before Impact (ft.)	0	
Distance Traveled After Impact (ft)	2	

Roadway Information			
11. Locality	3	19. Road Defects	7
12. Development Type	2	20. Road Condition	1
13. Road Feature	6	21. Light Condition	1
14. Road Character	2	22. Weather	1
15. Road Class	4	23 Traffic Control	4
16. Number of Lanes	4		
17. Road Config.	2	Operating?	Y
18. Road Surface	4	Visible?	Y

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

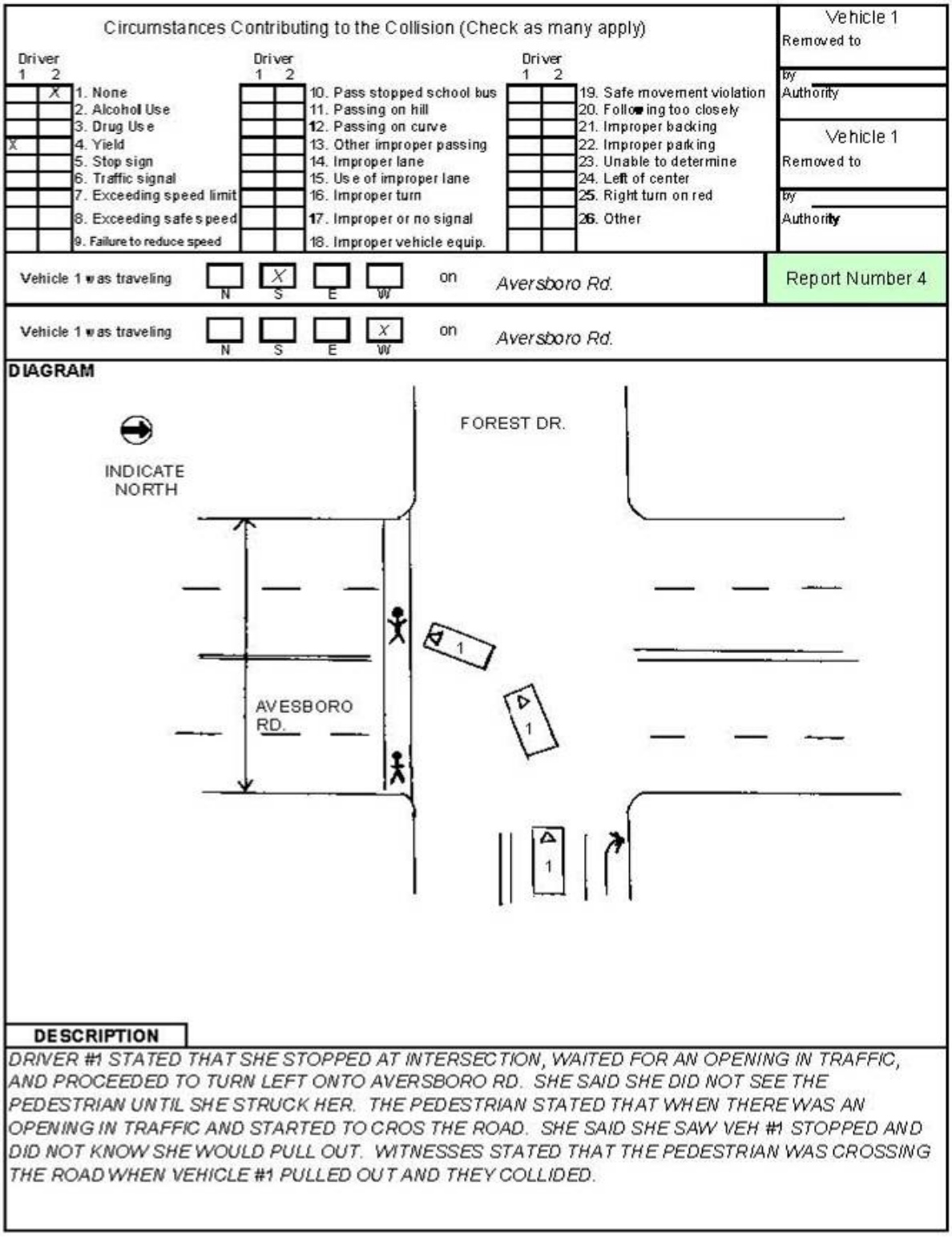


Figure 60. Image. Page 2 of North Carolina Crash Report for example 2.

Codes for North Carolina Collision Report Forms

Accident Sequence Codes

6. Vehicle Maneuver/ Pedestrian Action:

VEHICLE
1. Stopped in travel lane
2. Parked out of travel lanes
3. Parked in travel lanes
4. Going straight ahead
5. Changing lanes or merging
6. Passing
7. Making right turn
8. Making left turn
9. Making U turn
10. Backing
11. Slowing or stopping
12. Starting in roadway
13. Parking
14. Leaving parked position
15. Avoiding object in road
16. Other (describe)

PEDESTRIAN
17. Crossing at intersection
I8.. Crossing not at. intersection
19.Coming from behind parked vehicle
20. Walking with traffic
21. Walking against traffic
22. Getting on or off vehicle
23. Standing in road
24. Working in road
25. Playing in road
26. Lying in road
27. Other in road
28. Not in road

7. First Harmful Event:

RAN OFF ROAD
1. Right
2. Left
3. Straight ahead

NON-COLLISION
4. Overturn
5. Other

COLLISION OF MV WITH
6. Pedestrian
7. Parked vehicle
8. Train
9. Bicycle
10 Moped
11. Animal
12. Fixed object
13. Other object

COLLISION OF MV WITH ANOTHER VEHICLE
14. Rear end, slow or stop
15. Rear end, turn
16. Left turn, same roadway
17. Left turn, different roadways
18. Right turn same roadway
19. Right turn, different roadways
20. Head on
21. Sideswipe
22. Angle
23. Backing

8. OBJECT STRUCK (excluding another MV in traffic)
1. None
2. Parked vehicle
3. Bicycle, moped
4. Pedestrian
5. Animal
6. Tree
7. Utility pole (with or without light)
8 Luminaire pole (non-breakaway)
9 Luminaire pole (breakaway)
10. Official highway sign (non-breakaway)
11. Official highway sign (breakaway)
12. Commercial sign
13. Guardrail end on shoulder
14. Guardrail face on shoulder
15 Guardrail end in median
16. Guardrail face in median

Non-Guardrail:
17, Shoulder barrier end
18. Shoulder barrier face
19. Median barrier end
20 Median barrier face
21, Bridge rail end
22. Bridge rail face
23. Overhead part of underpass
24. Pier on shoulder of underpass
25. Pier in median of underpass
26. Abutment (supporting wall of underpass)
27. Curb, median or traffic island
28. Catch basin or culvert on shoulder
29. Catch basin or culvert in median
30, Ditch bank
31 Mailbox
32, Fence or fence post
33. Construction barrier
34. Crash cushion
35. Other object (Write in narrative)

9. DISTANCE TO OBJECT STRUCK
1. In road
2. Right of road, 0-10 ft.
3. Right of road, 11-30 ft.
4. Right of road, over 30 ft.
5. Left of road, 0-10 ft.
6. Left of road, 11-30 ft.
7. Left of road, over 30 ft.
8. None or N/A
9. Straight ahead, 0- 10 ft.
10. Straight ahead, 11 -30 ft.
11. Straight ahead, over 30 ft.

10. VEHICLE DEFECTS
I Defective brakes
2 Defective headlights
3. Defective rearlights
4 Detective steering
5. Defective tires
6 Other defects
7. Not known if defective
8. No defects detected

1. Vision Obstruction
1. None
2. Vehicle windows
3. Trees, crops, brush, etc.
4. Building(s)
5. Embankment
6. Sign(s)
7. Hillcrest
8. Parked Vehicle(s)
9. Moving Vehicle(s)
10. Blinded, headlights
11. Blinded, sunlight
12. Blinded, other lights
13. Other (write in narrative)
14. Unknown

2. Physical Condition
1. Normal
2. Ill
3. Fatigued
4. Asleep
5. Impairment due to medicine,alcohol, or drugs
6. Other physical impairement
7. Restriction not compiled with
8. Condition not known

3. INTOXICATION
1. Had not been drinking
2. Drinking--test given
3. Drinking--test refused
4. Unknown
5. Drinking--no test

4. INJURY CLASS
K-Killed
A-Incapacitating
B-Nonincapacitating
C-No visible-But complaint of pain
O-No injury

5. Belt/Helmet
1. None or not used
2. Lap only
3. Lap and shoulder
4. Child restraint system
7. If motorcycle, Helmet in use
9. Unable to determine

11. Locality
1. Rural (<30% developed)
2. Mixed (30%-70% developed)
3. Urban (>70% developed)

12. Predominant development
1. Farms, wood, pastures
2. Residential
3. Commercial
4. Institutional
5. Industrial

13. Road Feature
1. Bridge
2. Underpass
3. Driveway Public
4. Driveway private
5. Alley Intersection
6. Intersection of roadways
7. Non-Intersection median crossing
8. End or beginning of divided highway
9. Interchange ramp
10. Interchange service road
11. Railroad crossing
12. Tunnel
13. Other (write in narrative)
14. No special feature

14. Road Character
1. Straight, level
2. Staight, hillcrest
3. Straight, grade
4. Straight, bottom (sag)
5. Curve, level
6. Curve, hillcrest
7. Curve, grade
8. Curve, bottom (sag)

15. Road Class
1. Interstate
2. U.S. Route
3. N.C. Route
4. State secondary route
5. Local street
6. Public vehicular area
7. Private road, property or driveway

16. Number of Lanes
Enter "0" if parking lot

17. Road configuration
1. Undivided, one-way
2. Undivided, two-way
3. Divided

18. Road Surface
1. Concrete
2. Grooved concrete
3. Smooth Asphalt
4. Coarse Asphalt
5. Gravel
6.Sand
7. Soil
8. Other

19. Road Defects
1. Loose material on surface
2. Holes, deep ruts
3. Low shoulders
4. Soft shoulders
5. Other defects
6. Under construction with defects
7. No defects
8. Under construction, no defects

20. Road Condition
1. Dry
2. Wet
3. Muddy
4. Snowy
5. Icy
6. Other (write in narrative)

21. Light Condition
1. Daylight
2. Dusk
3. Dawn
4. Darkness (street lighted)
5. Darkness (not street lighted)

22. Weather
1. Clear
2. Cloudy
3. Raining
4. Snowing
5. Fog, smog, smoke, dust
6. Sleet or hail

23. Traffic Control
1. Stop sign
2. Yield sign
3. Stop and go signal
4. Flashing signal with stop sign
5. Flashing signal without stop sign
6. RR gate and flasher
7. RR Flasher
8. RR crossbucks only
9. Human control
10. Other (write in narrative)
11. No control present

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.

Figure 62. Images. Pedestrian crash data entry forms.

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.

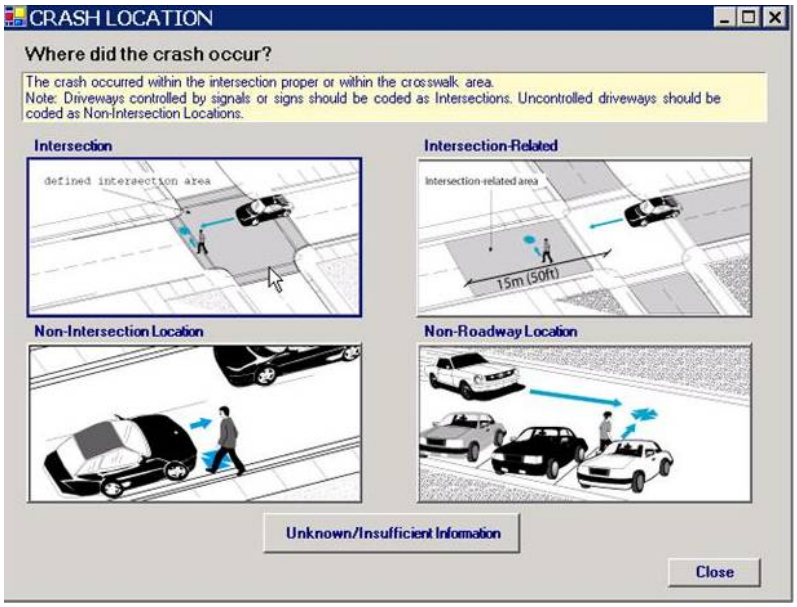


Figure 63. Image. Indicate where the crash occurred.

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

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.

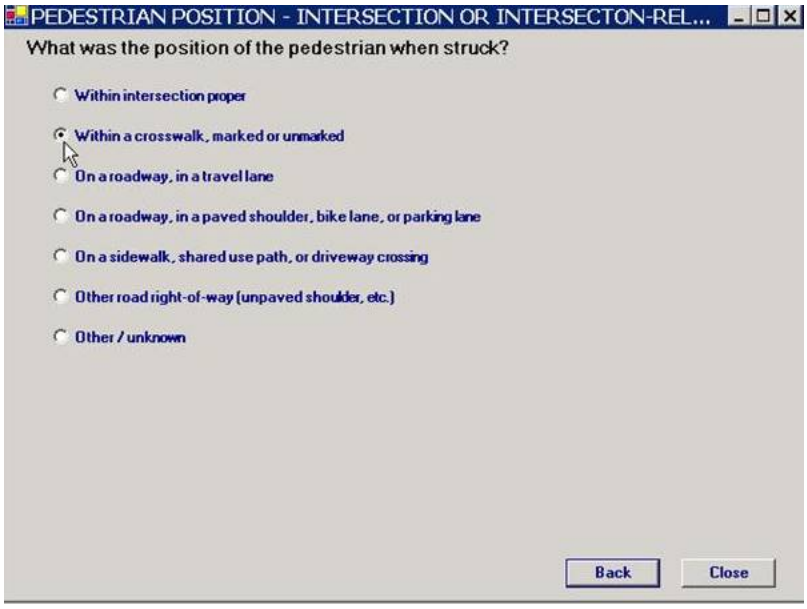


Figure 64. Image. Indicate position of pedestrian when struck.

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.

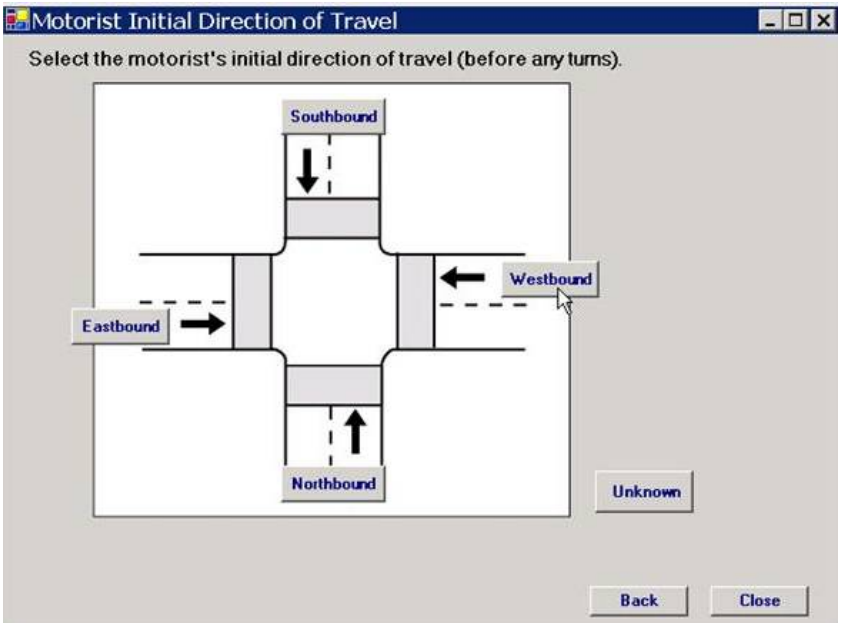


Figure 65. Image. Indicate initial direction of travel of the motorist.

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.

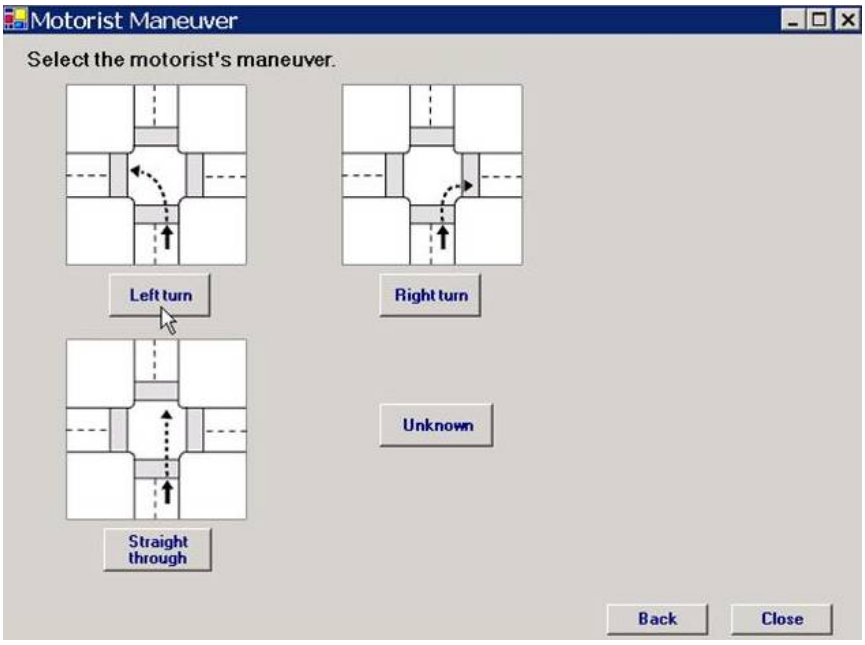


Figure 66. Image. Indicate the motorist maneuver.

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.

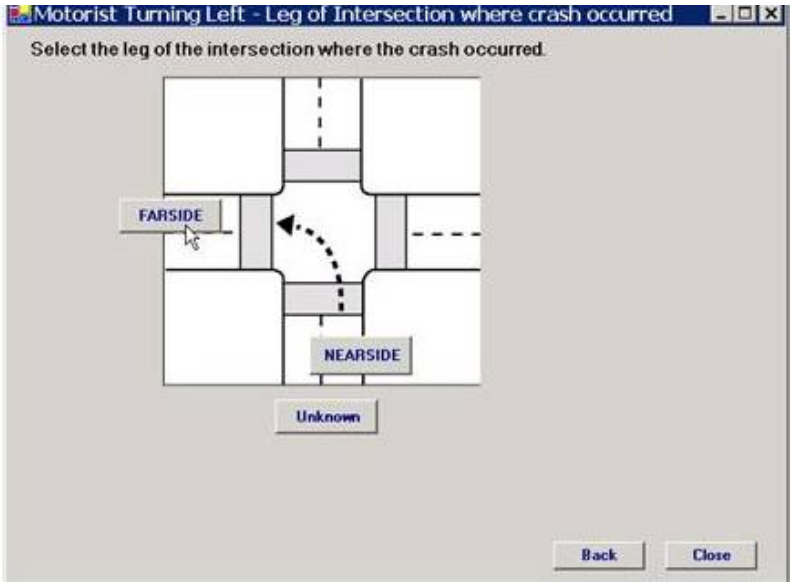


Figure 67. Image. Indicate where the crash occurred at the intersection.

Screen 6—Motorist Turning Left, Struck Pedestrian on Far Leg of 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.

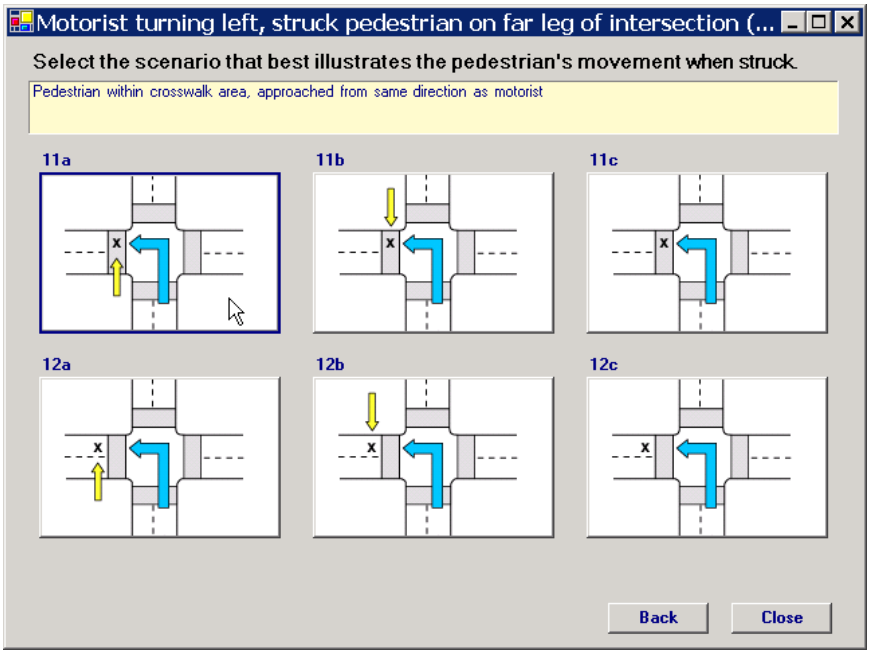


Figure 68. Image. Select the scenario that illustrates the pedestrian's movement when struck.

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.

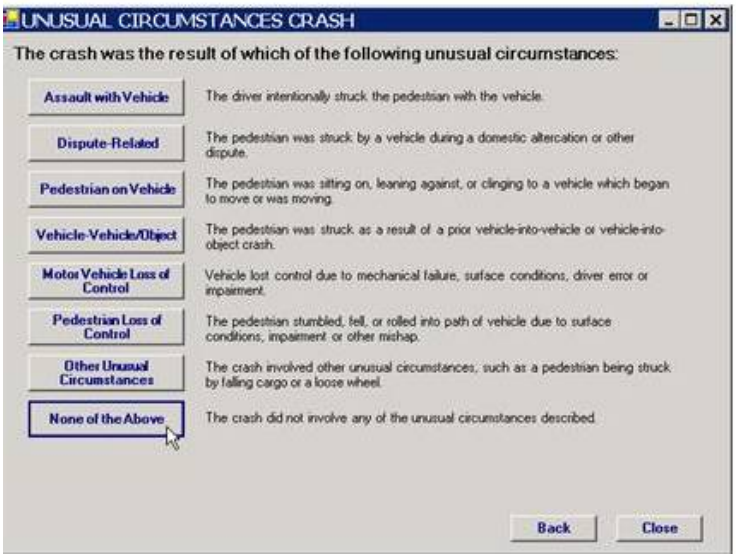


Figure 69. Image. Indicate no unusual circumstances.

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 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.

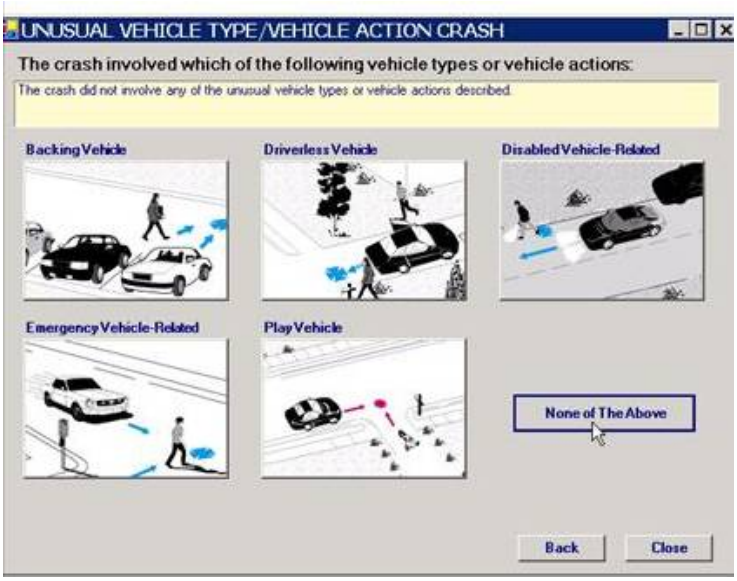


Figure 70. Image. Indicate no unusual vehicle types or vehicle actions.

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 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.

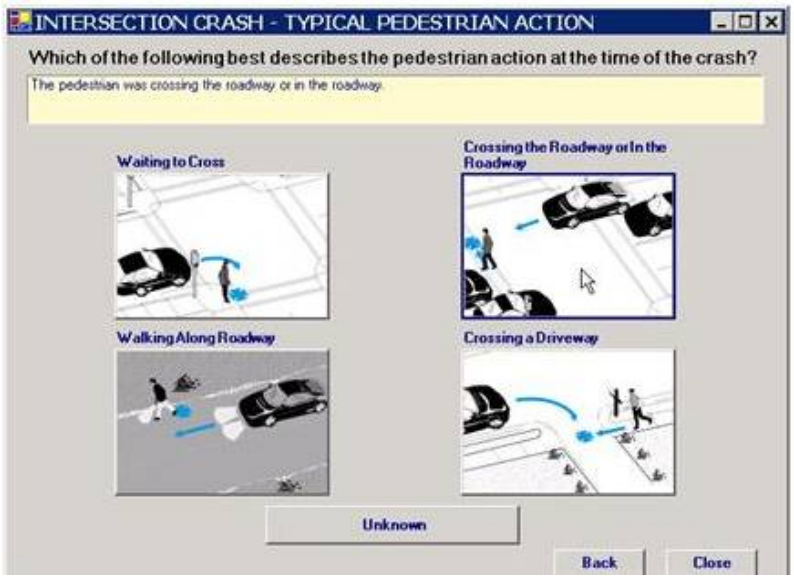


Figure 72. Image. Describe the typical pedestrian action in the crash.

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.

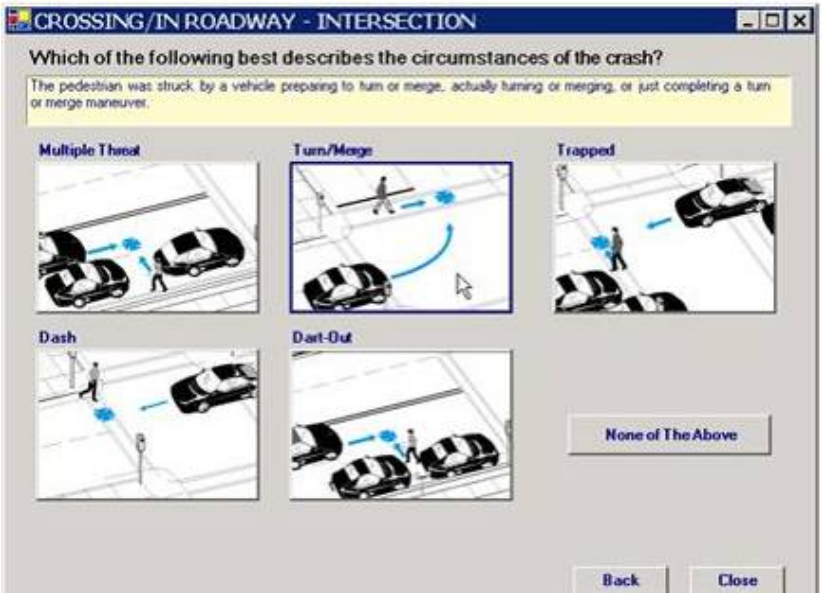


Figure 73. Image. Describe the circumstances of the crash.

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.

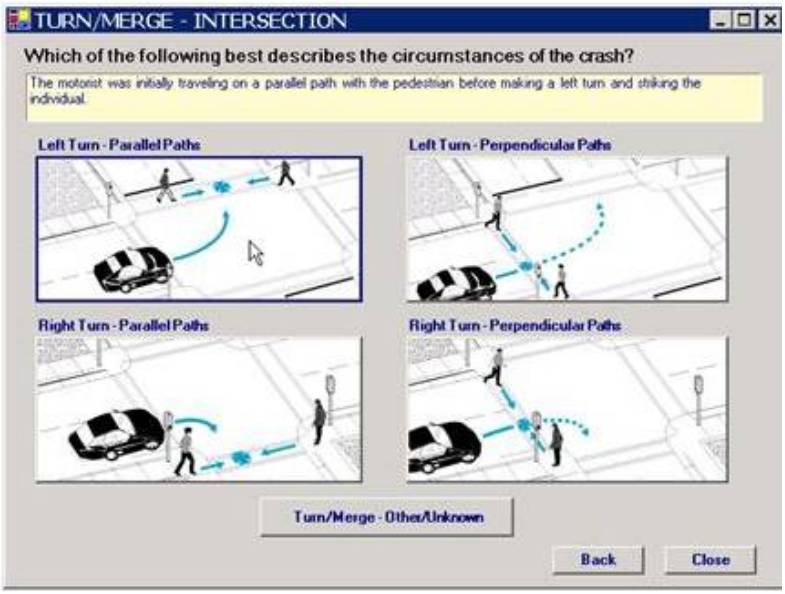


Figure 74. Image. Describe the circumstances of the crash in more detail.

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 form and save the crash typing information in the database.

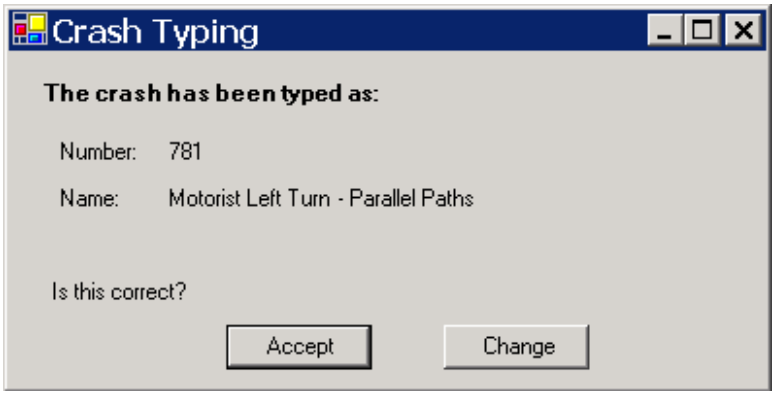


Figure 75. Image. Enter crash typing data into data entry form.

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.

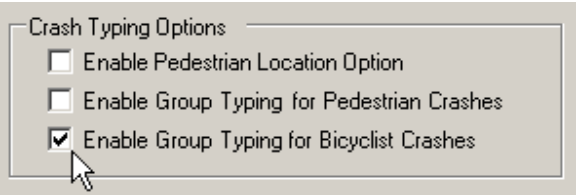


Figure 76. Image. Enable group typing for bicyclist crashes.

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.

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

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

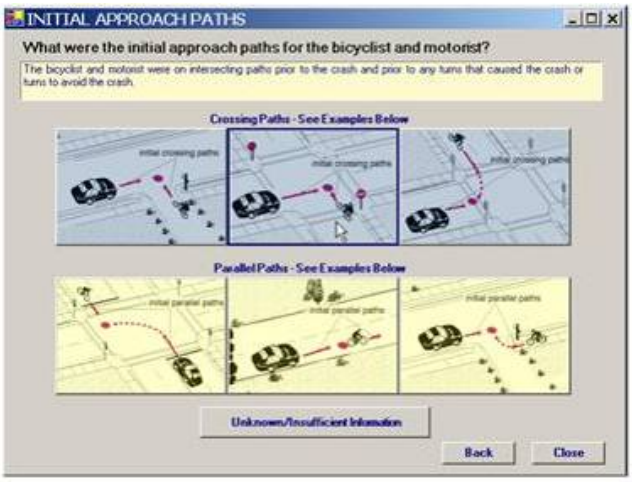


Figure 78. Image. Indicate initial approach paths for bicyclist and motorist.

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.

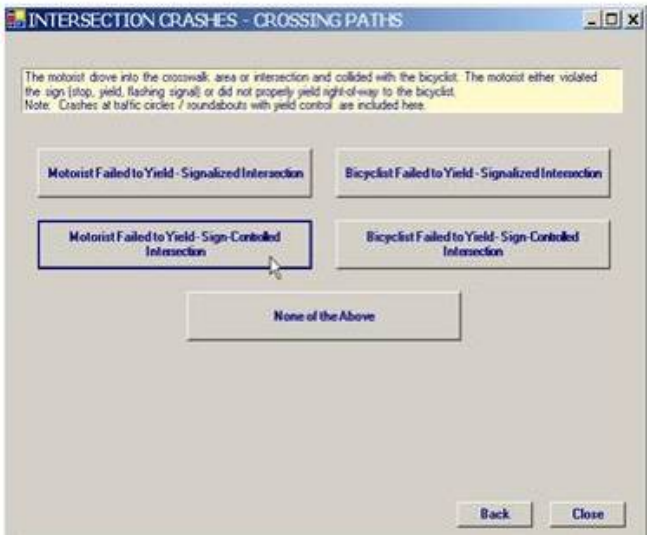


Figure 79. Image. Describe the circumstances of the crash in this case.

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 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.

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

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 when the group typing option is enabled.*
Crash_Type_Description	Crash Type Description	
Crash_Type_Expanded	Crash Type Expanded	
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 Description	Sidewalk/Crosswalk/Driveway 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.