

South Dakota's Motor Vehicle Traffic Accident Data Dictionary

The Data Dictionary provides the data elements and codes recommended to be collected for the South Dakota Motor Vehicle Traffic Accident System.

Accident Level

The Accident level data elements describe overall characteristics of the Accident.

Accident Data Elements Collected at the Scene

A1 Accident Case Identifier

Definition:

The unique identifier within a given year and month that identifies a given accident within a state.

Code:

YYYY99999

Rationale:

Facilitates the linkage of traffic record sub-files back to the Accident data file. If this identifier is available at the scene, it can also be recorded on the EMS record for linkage purposes.

A2A Date of Accident

Definition:

The date (year, month, and day) the accident occurred.

Code:

YYYYMMDD

Rationale:

Important for management/administration, evaluation, and linkage.

A2B Time of Accident

Definition:

The time (00:00 – 23:59) at which an accident occurred.

Code:

00–23 Hour

98 Hour not reported

99 Hour unknown

00-59 Minutes

98 Minutes not reported

99 Minutes unknown

NOTE ! Midnight = 0001 and is the beginning of the new day. 2400 is not valid

Rationale:

Important for management/administration, evaluation, and linkage.

A3 County

Definition:

The county in which an accident occurred.

Code:

Record the name of the county in which an accident occurred. If codes are used instead of narrative, use the Federal Information Processing Standards #6-4 GSA portion of FIPS Code for county (Pub 55DC-4/87). If state specific codes are used, they should be convertible to the FIPS format.

Rationale:

Important for analyses of county area programs such as "Safe Communities." Necessary for data linkage of the accident file to other state data files (such as EMS, hospital, roadway, etc.). Important for intrastate comparisons.

A4 City

Definition:

The city in which an accident occurred.

Code:

Record the name for the political jurisdiction identifying the city/place in which an accident occurred. If codes are used instead of narrative, use the Federal Information Processing Standards #8-6 GSA portion of FIPS Code for city or place (Pub 55DC-4/87). If a state specific code used, it should be convertible to the FIPS format.

The plan is to use the locator tool to generate the city number. We will also identify the following Rural/Urban classifications.

Rural/Urban Designation

1. Unincorporated rural no federal aid urban
2. Incorporated but not federal aid urban
3. Unincorporated included in federal aid urban
4. Incorporated included in federal aid urban

Rationale:

Important for analyses of local area programs such as "Safe Communities."
Necessary for linkage of the Accident file to other state data files (such as EMS, hospital, roadway, etc.).

A5 Not used**A6 First Harmful Event****Definition:**

The first injury or damage producing event that characterizes the accident type.

Code:

Note! The first 6, not harmful events below, are placed here for reference only – same numbering order as sequence of event codes.

- 00 No damage or injury, this vehicle
- 01 Equipment failure (tires, brakes, etc.)
- 02 Separation of units
- 03 Ran off road right
- 04 Ran off road left
- 05 Cross median/centerline

06 Downhill runaway

Non-collision

- 07 Overturn/rollover
- 08 Fire/explosion
- 09 Immersion
- 10 Jackknife
- 11 Cargo/equipment loss or shift
- 12 Fell/Jumped from motor vehicle
- 13 Other non-collision

Collision with person, vehicle, or object not fixed

- 20 Pedestrian
- 21 Pedalcycle
- 22 Railway vehicle
- 23 Animal - wild
- 24 Animal - domestic
- 25 Motor vehicle in transport
- 26 Parked motor vehicle
- 27 Motor vehicle used as equipment (snowplow plowing)
- 28 Work zone/maintenance equipment
- 29 Barricade
- 30 Other movable object

Collision with fixed object

- 40 Impact attenuator/crash cushion
- 41 Bridge overhead structure
- 42 Bridge pier or support
- 43 Bridge rail
- 44 Guardrail face
- 45 Guardrail end
- 46 Concrete traffic barrier
- 47 Other traffic barrier
- 48 Highway traffic sign post/sign
- 49 Traffic signal support/signal
- 50 Overhead sign support/sign
- 51 Light/luminaire support
- 52 Utility pole
- 53 Other post, pole, or support
- 54 Culvert
- 55 Curb
- 56 Ditch
- 57 Embankment
- 58 Approach
- 59 Construction – pavement cutout/road materials
- 60 Fence
- 61 Mailbox
- 62 Tree/Shrubbery

- 63 Delineator post
- 64 Rock
- 65 Snow bank
- 66 Other fixed object (wall, building, tunnel, etc.)
- 98 Not reported
- 99 Unknown

Rationale:

Needed for uniformity in reported motor vehicle traffic accident statistics, understanding accident causation.

A7 Location of First Harmful Event

Definition:

The location of the First Harmful Event as it relates to its position within or outside the trafficway.

Code:

- 01 On Roadway
- 02 Shoulder
- 03 Median
- 04 Roadside
- 05 Gore
- 06 Separator
- 07 In Parking Lane or Zone
- 08 Off Roadway, Location Unknown
- 09 Outside right-of-way (trafficway)
- 98 Not reported
- 99 Unknown

Rationale:

Important to identify highway geometric deficiencies.

A8 Manner of Collision

Definition:

This data element refers only to accidents where the first harmful event involves a collision between two motor vehicles in transport without regard to the direction of force.

Code:

- 0 Not applicable
- 1 Rear End (Front to rear)
- 2 Head-on (Front to front)
- 3 Angle

- 4 Sideswipe, same direction
- 5 Sideswipe, opposite direction
- 6 Rear-to-rear
- 95 Wild animal hit – damage only
- 98 Not reported
- 99 Unknown

Rationale:

Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Vehicle Maneuver to describe the accident.

A9 Agency Type

Definition:

Identity of the law enforcement agency type completing the accident report.

Code:

- 1 Highway patrol
- 2 Sheriff department
- 3 City Police
- 4 BIA
- 5 Tribal police
- 97 Other

Rationale:

This data element is important for quality control and identification purposes.

A10 Date Notified

A

Definition:

The date (year, month, and day) the call was placed notifying the police agency that the accident occurred.

Code:

YYYYMMDD

Rationale:

To allow determination of police notification of an accident. To establish evidence for future court use.

A10 Time Notified

B

Definition:

The time (00:00 – 23:59) the call was placed notifying the police agency that the accident occurred. This data element must be consistent with the time zone where the accident occurred.

Code:

00–23 Hour

99 Hour unknown

00-59 Minutes

98 Minutes not reported

99 Minutes unknown

NOTE ! Midnight = 0001 and is the beginning of the new day. 2400 is not valid

Rationale:

To allow determination of police notification of an accident. To establish evidence for future court use.

A11 Weather Condition

Definition:

The prevailing atmospheric conditions that existed at the time of the accident.

Subfield 1 - Weather Condition #1

Code:

01 Clear

02 Cloudy

03 Rain

04 Sleet, hail (freezing rain or drizzle)

05 Snow

06 Fog, smog, smoke

07 Blowing sand, soil, dirt

08 Blowing snow

09 Severe crosswinds

94 Blank

97 Other

98 Not reported

99 Unknown

Subfield 2 - Weather Condition #2

See Codes from Subfield 1

Rationale:

To tabulate accidents by specific weather conditions. Necessary for the evaluation of accident site analysis. Important for management/administration and evaluation. Necessary for prevention programs and engineering evaluations.

A12 Light Condition

Definition: The type of light condition that existed at the time of an accident.

Code:

- 1 Daylight
- 2 Dark – roadway not lighted
- 3 Dark – lighted roadway
- 4 Dark – unknown roadway lighting
- 5 Dawn
- 6 Dusk
- 98 Not reported
- 99 Unknown

Rationale:

Important for management/administration and evaluation. Necessary for prevention programs and engineering evaluations.

A13 Roadway Surface Condition

Definition:

The roadway surface condition at the time and place of an accident.

Code:

- 01 Dry
- 02 Wet
- 03 Snow
- 04 Slush
- 05 Ice
- 06 Frost
- 07 Water (standing, moving)
- 08 Sand, mud, dirt, gravel
- 09 Oil
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important to identify and correct high wet-surface accident locations and provide information for setting coefficient of pavement friction standards. Necessary for prevention programs and engineering evaluations.

A14 Not used**A15 Road Contributing Circumstances****Definition:**

The apparent circumstance concerning the road that contributed to the accident.

Code:

- 00 None
- 01 Road surface condition (wet, icy, snow, slush, etc.)
- 02 Debris
- 03 Rut, holes, bumps
- 04 Work zone (construction/maintenance/utility)
- 05 Worn, travel-polished surface
- 06 Obstruction in roadway
- 07 Traffic control device inoperative, missing or obscured
- 08 Pedestrian, Bicyclists, other non-occupants in road
- 09 Shoulders (none, low, soft, high)
- 10 Non-highway work
- 11 Animal in roadway
- 12 Non-contact vehicle caused evasive action
- 95 Wild animal hit – damage only
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important to identify factors, which contribute to the occurrence of accidents for the purpose of designing accident prevention countermeasures.

A16 Relation to Junction**Definition:**

Location of the first harmful event in relation to a trafficway junction.

Code:

- 00 Non-junction
- 01 Four-way intersection
- 02 T- intersection

- 03 Y- intersection
- 04 Five-point, or more
- 05 Intersection related
- 06 Alley intersection
- 07 Alley intersection related
- 08 Interchange area
- 09 Driveway access
- 10 Driveway access related
- 11 Railway crossing
- 12 Railway crossing related
- 13 Crossover
- 14 Crossover related
- 15 Bike path or trail
- 16 Bike path or trail related
- 95 Wild animal hit – damage only
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important for site-specific safety studies to identify actual or potential safety problem locations. Necessary for traffic engineers in the development and implementation of countermeasures.

A16 Interchange Area Location

A

Definition:

Provides the specific location of the first harmful event in relation to an interchange.

Code:

- 00 Not applicable – not interchange
- 01 Intersection of ramp and crossroad
- 02 Intersection related at ramp and crossroad (on crossroad)
- 03 Intersection related at ramp and crossroad (on ramp)
- 04 Mainline interstate only
- 05 Crossroad only
- 06 Ramp only (not at intersection or not intersection related)
- 07 Loop ramp only
- 08 Intersection of loop ramp and crossroad
- 09 Intersection related at loop ramp and crossroad (on crossroad)
- 10 At loop on-ramp and mainline interstate
- 11 At loop off-ramp and mainline interstate
- 12 At off-ramp and mainline interstate
- 13 At on-ramp and mainline interstate

- 14 Intersection of frontage/service road and crossroad (within defined interchange area)
- 15 Intersection related at frontage/service road and crossroad (on crossroad)
- 16 Intersection related at frontage/service road and crossroad (on frontage/service road)

Rationale:

Important for site-specific safety studies to identify actual or potential safety problem locations. Necessary for traffic engineers in the development and implementation of countermeasures.

A16 Roadway Alignment / Grade

B

Definition:

Description of the roadway in terms of alignment and grade.

Code:

- 1 Straight and level
- 2 Straight and hill crest
- 3 Straight on grade
- 4 Curve and level
- 5 Curve and hill crest
- 6 Curve on grade
- 95 Wild animal hit – damage only
- 98 Not reported
- 99 Unknown

Rationale:

Used in classifying accidents as well as identifying the environment at a particular accident site.

A17 School Bus Related

Definition:

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose is related to the accident. The “school bus,” with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Code:

- 0 No (School bus not involved)
- 1 Directly involved
- 2 Indirectly involved
- 95 Wild animal hit – damage only

98 Not reported
99 Unknown

Rationale:

Important in determining where and how school children are at the greatest risk of injury when being transported by school bus and the extent to which school bus operations affect overall traffic safety.

A18 Work Zone-Related?

A

Definition:

An accident that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the accident. 'Work zone related' accidents may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Code:

Was the Accident in or near a construction, maintenance or utility work zone? If the answer to one of the 2 statements below is yes, select yes.

1. Did the first harmful event occur within the boundaries of a work zone?
2. Did the first harmful event occur on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone?

- 1 Yes (complete subfields 2-4)
- 2 No
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

A18 Work Zone Location

B

Definition:

An accident that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the accident. 'Work zone related' accidents may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Code:

- 1 Before the first work zone warning sign
- 2 Advance warning area (after the first warning sign but before the work area)
- 3 Transition area (where lanes are shifted or tapered for lane closure)
- 4 Activity Area (adjacent to actual work area, whether workers and equipment were present or not)
- 5 Termination area (after the activity area but before traffic resumes normal conditions)
- 95 Wild animal hit
- 96 Not applicable
- 98 Not reported
- 99 Unknown

A18 Work Zone Type

C

Definition:

An accident that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the accident. 'Work zone related' accidents may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Code:

- 1 Lane closure
- 2 Lane shift/crossover
- 3 Work on shoulder or median
- 4 Intermittent or moving work
- 95 Wild animal hit
- 96 Not applicable
- 97 Other
- 98 Not reported
- 99 Unknown

A18 Workers Present

D

Definition:

An accident that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the accident. 'Work zone related' accidents may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Code:

- 0 Not applicable
- 1 Yes
- 2 No
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

This data element needs to be collected at scene because work zones are relatively short term or moving operations that are not recorded in permanent road inventory files. The information is important for assessing the impact of various types of on-highway work activity on traffic safety and evaluating Traffic Control Plans used at work zones and to make adjustments to the Traffic Control Plans to enhance safety to workers and traveling public.

NOT PART OF MMUCC

A19 Agency Name

Definition:

The name of the agency filing the accident report.

Code:

Examples – SFPD, SDHP, Hughes County Sheriffs Department

Rationale:

Identifies the specific agency filing the report for purposes of communication with the investigating officer.

A20 Not Used

A21 Date Arrived

A**Definition:**

The date (year, month, and day) the police arrived at the accident scene. This data element must be consistent with the time zone where the accident occurred.

Code:

YYYYMMDD

Rationale:

Useful to note the actual arrival date and time of the police at the accident scene. Useful to compute the time between the accident occurrence, police notification and arrival. Useful for manpower allocation.

A21 Time Arrived**B****Definition:**

The time (00:00 – 23:59) at which the police arrived at the accident scene. This data element must be consistent with the time zone where the accident occurred.

Code:

00–23 Hour

00-59 Minutes

NOTE ! Midnight = 0001 and is the beginning of the new day. 2400 is not valid

Rationale:

Useful to note the actual arrival date and time of the police at the accident scene. Useful to compute the time between, the accident occurrence, police notification and arrival. Useful for manpower allocation.

A22 Officer Filing Report**Definition:**

Name of law enforcement officer who completed the accident investigation and report form.

Code:

Officer's Name (Last, First, MI)

Rationale:

Is necessary to identify the officer responsible for completion of the accident report for purposes of data correction/clarification.

A23 ID Number**Definition:**

Badge number of the officer who completed the accident investigation and report form.

Code:

Rationale:

Is necessary to identify the officer responsible for completion of the accident report for purposes of data correction/clarification.

A24 Officer Approving Report

Definition:

Name of law enforcement officer approving the accident report prior to submission to the Office of Accident Records.

Code:

Officer's Name (Last, First, MI)

Rationale:

Management, to allow communication to reconcile problem areas.

A25 Date Approved

Definition:

The date the approving officer completed review of the accident report.

Code:

YYYYMMDD

Rationale:

Provides law enforcement with a record of the date the accident report was approved.

A26 Object(s) Damaged

Definition:

List of object(s) damaged at the accident scene other than vehicles damaged.

Code:

Objects common name.

Rationale:

Necessary in the determination of other property damaged in an accident.

A27 Object(s) Damaged Amount in Dollars

Definition:

Estimated cost of object(s) damaged at the accident scene other than vehicles damaged. State whole dollar, round cents up.

Code:

Total damage amount in \$.

Rationale:

Necessary in the determination of state reportable accidents.

A28 Object(s) Damaged Owner's Name**Definition:**

The name of the owner of the object(s) damaged at the accident scene other than vehicles damaged.

Code:

Owners Name (Last, First, MI)

Rationale:

A matter of record for insurance purposes and personal contact concerning the damage objects.

A29 Object(s) Damaged Owner's Address**Definition:**

The address of the owner of the object(s) damaged at the accident scene other than vehicles damaged.

Code:

Address, City, State, Zip

Rationale:

A matter of record for insurance purposes and personal contact concerning the damaged object(s).

A30 Accident Diagram**A****Definition:**

The accident diagram, in conjunction with the accident narrative, describes the main events of the accident and shows the sequence of events prior to and during the accident event.

Code:

Sketch

Rationale:

Important to show the scene in picture form. Is used extensively by office and engineer personnel in the analysis and identification of problems.

**A30 Accident Narrative
B**

Definition:

The accident diagram, in conjunction with the accident narrative, describes the main events of the accident and shows the sequence of events prior to and during the accident event.

Code:

Narrative

Rationale:

Important to describe the events of an accident. Is used extensively by office and engineer personnel in the analysis and identification of problems.

A31 Highway Number

Definition:

The route number of the trafficway on which the accident occurred.

Code:

Blank
001-999

Rationale:

One of the data elements necessary to pinpoint the accident location. This data element is carried as part of the Roadway Environment System key.

A32 Highway Suffix

Definition:

The highway suffix is made up of three subfields. The subfields further define the highway number.

Alternate - An indication of whether or not a route number is an alternate.

Direction - The direction of travel of the roadway on which the accident occurred, if the trafficway is divided.

Type - A special code of certain types of trafficways.

Subfield 1 - Alternate

Code:

Blank

4

6

A

Subfield 2 - Direction

Code:

Blank

E

W

N

S

Subfield 3 - Type

Code:

Blank

P

B

L

F

T

Rationale:

Suffix is one of the data elements necessary to pinpoint accident locations. This element is carried as part of Roadway Environment System key.

A33 Latitude Coordinate

A

Definition:

The location of an accident using latitude.

Code:

nn.nnnnnnnn Latitude

99.99999999 Unknown

Rationale:

Latitude and longitude are seamless across the United States. There are no zones or projections to deal with.

A33 Longitude Coordinate

B

Definition:

The location of an accident using longitude.

Code:

nnn.nnnnnnnn Longitude
999.99999999 Unknown

Rationale:

Latitude and longitude are seamless across the United States. There are no zones or projections to deal with.

A34 Road or Street Accident Occurred On

Definition:

Name officially assigned to the road or street the accident occurred on.

Code:

Examples: Minnesota Ave., 41st Street

Rationale:

Necessary to identify an exact location of an accident when combined with the geographic coordinates.

A35 Intersecting Road or Street

Definition:

If the accident occurred within the boundaries of an intersection as defined in ANSI D16.1, enter the name officially assigned to the road or street of the trafficway which intersected with the road or street listed in the field "Road or Street Accident Occurred On".

Code:

Blank

Trafficway name (examples: US14, Minnesota Ave., 41st street)

Rationale:

Necessary to identify an exact location of an accident when combined with geographic coordinates.

A36 If Not at Intersection, Nearest

Definition:

If the accident is near an intersection but not within the defined confines of the intersection, list the Distance and Direction from a Junction or Nearest Intersecting Street to the location of the accident.

Subfield 1 - Distance

Code:

Blank

Distance in tenths of a mile or feet

Subfield 2 - Direction

Code:

Blank

N

S

E

W

Subfield 3 – Junction or Nearest Intersecting Street Name

Code:

Blank

Name of Junction or Nearest Intersecting Street

Rationale:

Necessary to identify an exact location of an accident when combined with geographic coordinate.

A37 Mileage Reference Marker - Officer

Definition:

The mileage reference marker (commonly called milepost) to which an accident occurring on a state trunk trafficway is referenced.

Code:

Blank

000.00 – 999.99

Rationale:

To assist in identifying an accident location. Necessary to identify problem locations and to evaluate the results of applied highway safety countermeasures at specific locations.

A38 Displacement from Mileage Reference Marker - Officer

Definition:

The distance in thousands of a mile from the mileage reference marker to the accident location. This will be assigned manually within the office for all accidents requiring a mileage reference marker location. NOTE! The process of generating the MRM and Displacement may change due to system capabilities.

Source: Recorded on Investigating Officer's Report.

Subfield 1 - Distance

Code:

Blank

Distance in tenths of a mile or feet

Subfield 2 - Direction

Code:

Blank

N

S

E

W

Source: Generated within the office using the above distance and direction information provide by the investigating officer.

Subfield 1 – Displacement in thousands

Code:

Blank

00.000 – 99.999

Rationale:

To assist in identifying an accident location. Necessary to identify problem locations and to evaluate the results of applied highway safety countermeasures at specific locations.

A39 Highway Class

Definition:

The type of political subdivision which controls the trafficway on which the accident took place.

Code:

- 1 State road data
- 2 County road data
- 3 City road data
- 4 Federal domain road data
- 5 Frontage road
- 6 Alley

Rationale:

The element is a mandatory part of the 17 character RES Key.

A40 Photos Taken

Definition:

An indication of whether or not photos were taken at the accident scene.

Code:

- 1 Yes
- 2 No
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

To document the existence of evidence for future use.

A41 Investigation Made At Scene

Definition:

Code indicating whether or not the accident was investigated at the scene.

Code:

- 1 Yes
- 2 No
- 98 Not reported

Rationale:

May be used for accident analysis, special studies to identify deficiencies in data, management or manpower.

A42 Agency Use

Definition:

Space provided to the investigating police agency to place text necessary for the operation of their internal business.

Code:

Alphanumeric

Rationale:

Requested by law enforcement agencies.

A43 Roadway Surface Type

Definition:

The type of surface of the roadway on which the accident took place.

Code:

- 1 Concrete
- 2 Asphalt (blacktop)
- 3 Gravel
- 4 Dirt
- 5 Brick or block
- 95 Wild animal hit – damage only
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

To evaluate the influence of surface type on traffic operations and accidents for accident prevention purposes.

A44 Trafficway Description

Definition:

Indication of whether or not a trafficway is divided and whether it serves one-way or two-way traffic. (A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median.)

Code:

- 1 Two-way, not divided
- 2 Two-way, not divided with a continuous left turn lane
- 3 Two-way, divided, unprotected (painted >4 feet) median
- 4 Two-way, divided, positive median barrier
- 5 One-way trafficway
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Used in classifying accidents as well as identifying the environment of a particular accident scene. Important to guide future trafficway design and traffic control.

Accident Linked Data Elements

Linked data elements are not collected at the scene by the police. Instead they are generated when the accident data file is linked to another data file. For each data element listed below, a data source describes the data elements that should be linked to generate the data element.

AL1 Access Control

Definition:

The degree that access to abutting land in connection with a trafficway is fully, partially or not controlled by public authority. Note! This is a linked data element. If it is not possible to link, it will not be collected.

Source:

This information obtained by linking Accident Roadway Location to the Roadway Inventory data.

Code:

- 1 Full Access Control
- 2 Partial access Control
- 3 No Access Control

Rationale:

Access control is highly correlated with accident rates. Road inventory files or police reported data on access control is used in identifying high hazard locations. Important to guide future highway design and traffic control.

Accident Derived Data Elements:

These derived data elements are obtained after the accident data are collected at the scene and/or computerized. Depending on the system used, they could be derived automatically by electronic data collection systems or they could be generated when data are merged either at the regional and/or state level. These derived data elements are not collected by police at the scene.

AD1 Accident Severity**Definition:**

The severity of an accident based on the most severe injury to any person involved in the Accident.

Source:

Derived from Injury Status for each person involved in the accident.

Code:

- 1 Fatal injury
- Nonfatal injury
- 2 Incapacitating
- 3 Non-incapacitating
- 4 Possible
- 5 Property-damage-only (none injured)

Rationale:

Provides for the user a classification of the severity of accident without having to search through the person level records. This simplifies the use of the accident data file for producing reports by accident severity.

AD2 Number of Vehicles Involved**Definition:**

The count of motor vehicles involved in the accident.

Source:

Derived by counting the number of vehicles involved in an accident as indicated by the unit type assigned to a unit number.

Code:

Total Number of Vehicles

Rationale:

Provides for the user a count of the number of vehicles involved in the accident without having to count the number of vehicle records. This simplifies the use of the accident data file for producing reports in which the number of involved vehicles is needed.

AD3 Number of Motorists

Definition:

The count of motorists involved in the accident

Source:

Derived by counting the number of occupants in the involved motor vehicles in an accident. (Sum of Vehicle Level Data Elements "Total Occupants in Vehicle" for all involved vehicles in an accident)

Code:

Number of motorists

Rationale:

Provides for the user a count of the number of motorists involved in the accident without having to count the number of motorist records. This simplifies the use of the accident data file for producing reports in which the number of motorists is needed or in identifying accidents involving motorists.

AD4 Number of Non-motorists

Definition:

The count of non-motorists (pedestrians, pedalcyclists, etc.) involved in an accident.

Source:

Derived by counting the number of non-motorists in an accident. Indicated by the unit type assigned to a unit number.

Code:

Number of Non-motorists

Rationale:

Provides for the user a count of the number of non-motorists involved in the accident without having to count the number of non-motorist records. This simplifies the use of the accident data file for producing reports in which the number of non-motorists is needed or in identifying accidents involving non-motorists.

AD5 Total Non-fatal Injuries

Definition:

The count of persons injured in a specific traffic accident.

Source:

Derived, for each accident, by counting the accident involved persons with injury status 2 through 4.

Code:

Total number of injured persons in the accident

Rationale:

Provides for the user a count of the number of persons injured in the accident without having to search through the person level records. This simplifies the use of the accident data file for producing reports in which the number of injured persons is needed.

AD6 Total Fatalities

Definition:

The count of fatalities (motorists and non-motorists) that resulted from injuries sustained as the result of a motor vehicle traffic accident. In reporting fatality statistics, a 30-day counting rule is generally used for highway safety statistics. These rules provide that only deaths that occur within 30 days of an accident will be counted for statistical purposes.

Source:

Derived, for each accident, by counting the accident involved persons with injury status 1.

Code:

Total number of persons killed within 30 days of an accident.

Rationale:

Provides for the user a count of the number of persons fatally injured in the accident without having to search through the person level records. This simplifies the use of the accident data file for producing reports in which the number of fatalities is needed or in identifying accidents involving a fatality.

AD7 Alcohol Involvement

A

Definition:

Investigating police officer's assessment of whether a vehicle driver and or a non-motorist used alcohol.

Source:

Derived by assessing the values in Person Level data element "Alcohol Use".

Code:

0 None Used
1 Alcohol Used
95 Wild animal hit
98 Not reported
99 Unknown

Rationale:

Provides for the user to easily identify alcohol/drug related accidents without having to search through the person level records. This simplifies the use of the accident data file for producing reports in which the number of alcohol/drug involved accidents is needed or in identifying accidents involving alcohol or drugs.

AD7 Drug Involvement

B

Definition:

Investigating police officer's assessment of whether a vehicle driver and or a non-motorist used drugs.

Source:

Derived by assessing the values in Person Level data element "Drug Use".

Code:

0 None Used
1 Drugs Used
95 Wild animal hit
98 Not reported
99 Unknown

Rationale:

Provides for the user to easily identify alcohol/drug related accidents without having to search through the person level records. This simplifies the use of the accident data file for producing reports in which the number of alcohol/drug involved accidents is needed or in identifying accidents involving alcohol or drugs.

AD8 Day of Week

Definition:

The day of the week on which an accident occurred.

Source:

Derived from the date of the accident.

Code:

- 1 Sunday
- 2 Monday
- 3 Tuesday
- 4 Wednesday
- 5 Thursday
- 6 Friday
- 7 Saturday

Rationale:

Accident occurrences are often a function of day of week. This element provides this classification for the user without having to translate the date.

AD9 Speed Involvement

Definition:

Investigating police officer's assessment of whether speed contributed to the accident.

Source:

Derived from Person Level data element "Driver Contributing Circumstances". Exceeded authorized speed limit takes priority over driving too fast for conditions.

Code:

- 0 None
- 1 Exceeded authorized speed limit
- 2 Driving too fast for conditions
- 8 Not reported
- 9 Unknown

Rationale:

Provides for the user ease in identifying speed related motor vehicle traffic accidents without having to search through the person level records. This simplifies the use of the accident data file for producing reports in which the number of speed involved accidents is needed.

AD 10 Roadway Environment Subsystem Key (RES Key)

Definition:

A 17 character key which identifies the accident location according to the SDDOT Roadway Environment System. This data element is formed by the combination of the individual elements listed below.

Code:

Position 1 = Highway Class

Position 2 - 4 = Highway Number

Position 5 = Alternate

Position 6 = Direction

Position 7 = Special Use

Position 8 – 12 = Mileage reference marker

Position 13 – 17 = Mileage reference marker displacement

Rationale:

Identifies accident locations within the state trunk system. Used to identify high accident locations. Relates accidents to roadway features.

AD 11 Mileage Reference Marker – RES

Definition: The mileage reference marker (commonly called milepost) to which an accident occurring on a state truck trafficway is referenced as generated by the SDDOT RES Mileage Reference Marker File. This is a generated mileage reference marker producing the closest mileage reference marker to the accident scene with a plus displacement. It is recommended not to use dummy mileage reference markers in RES when generating the closest mileage reference marker to the accident scene.

Code:

Blank

000.00 – 999.99

Rationale:

To assist in identifying an accident location. Necessary to identify problem locations and to evaluate the results of applied highway safety countermeasures at specific locations.

AD12 Displacement from Mileage Reference Marker – RES

Definition:

The positive distance in thousands of a mile from the mileage reference marker to the accident location. This is a generated plus displacement by the SDDOT RES Mileage Reference Marker File.

Code:

Blank

00.000 – 99.999

Rationale:

To assist in identifying an accident location. Necessary to identify problem locations and to evaluate the results of applied highway safety countermeasures at specific locations.

AD13 Roadway Environment Subsystem Key (RES Key) Stored Original

Definition:

A 17 character key which identifies the accident location according to the SDDOT Roadway Environment System. This data element is formed by the combination of the individual elements listed below. The stored original is generated for this field only once. The RES Key is copied to this field the first time a change is made to the RES Key due to a highway number change.

Code:

Position 1 = Highway Class

Position 2 - 4 = Highway Number

Position 5 = Alternate

Position 6 = Direction

Position 7 = Special Use

Position 8 – 12 = Mileage reference marker

Position 13 – 17 = Mileage reference marker displacement

Rationale:

This field provides a historical record that corresponds to the original location provided by the investigating officer. If no highway number change is made to a trafficway this field remains blank.

AD14 Time Zone

Definition:

The time zone where the accident occurred. The data elements “Date Notified” and “Time Notified” and “Date Arrived” and “Time Arrived” should all be consistent with the same time zone where the accident occurred.

Source:

Derive from a developed time zone county table by comparing the county in which the accident occurred in with the table.

Code:

Central
Mountain

Rationale:

Necessary for the reporting of SafetyNet reportable accidents

Vehicle Level

The motor vehicle data elements describe the characteristics, events, and consequences of the motor vehicle involved in the accident.

Vehicle Data Elements Collected at the Scene

V1 Unit Number

Definition:

Unit number assigned to uniquely identify each unit (motor vehicle, pedestrian, bicycle, etc.) involved in the accident. Sequential number for the accident.

Code:

01-99

Rationale:

This number is used to uniquely identify each vehicle and the occupants within each vehicle and each non-motorist involved in the accident.

V1A Unit Type

Definition:

The type of unit for which information is being collected.

Code:

- 1 Motor vehicle in transport with driver
- 2 Motor vehicle - parked
- 3 Motor vehicle in transport without driver – not parked
- 4 Motor vehicle used as equipment (Snowplow plowing, etc.)
- 5 Pedestrian
- 6 Pedalcycle
- 7 Railway vehicle
- 8 Animal (with rider)
- 9 Animal drawn vehicle

Rationale:

To determine the record type associated with a particular unit.

V1B Vehicle Identification Number (VIN)

Definition:

A unique combination of alphanumeric characters assigned to a specific vehicle and formulated by the manufacturer. A manufacturer-assigned number permanently affixed to the vehicle.

Code:

- 0 None
- VIN Alpha up to 17 characters
- 98 Not reported
- 99 Unknown

Rationale:

Important to identify specific vehicle design characteristics and occupant protection systems to evaluate effectiveness.

V2A Vehicle Registration State

Definition:

The state, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc. issuing the registration plate. For foreign countries, MMUCC requires only the name of the country. Border States may want to collect the name of individual Canadian Provinces or Mexican States.

Code:

00 None required (farm tractor, machinery, etc.)

Identifier of the state, foreign country, U.S. government, Indian Nation, etc. (See Appendix G in MMUCC)

OT No license plate, plate required

OT Other

98 Not reported

99 Unknown

Rationale:

This element is necessary in providing linkage between the accident and vehicle registration files to access the vehicle identification number.

V2B Vehicle Registration Year

Definition:

The year of registration as indicated on the registration plate displayed on the vehicle.

Code:

00 None required (farm tractor, machinery, etc.)

YYYY

Rationale:

This element is necessary in providing linkage between the accident and vehicle registration files to access the vehicle identification number

V3 Vehicle License Plate Number

Definition:

The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the vehicle. For combination trucks, vehicle plate number is obtained from the power unit or tractor.

Code:

94 No license plate, plate required

96 None required(farm tractor, machinery, etc.)

Alphanumeric identifier assigned by the state, foreign country, U.S. government, or Indian Nation

98 Not reported

99 Unknown

Rationale:

This element is necessary in providing linkage between the accident and vehicle registration files to access the vehicle identification number.

V4 Vehicle Make**Definition:**

The distinctive (coded) name applied to a group of vehicles by a manufacturer. Note! A number of manufactures produce several makes of vehicles. General Motors, for example, produces Chevrolet, Buick, Oldsmobile, etc. It is the MAKE (Chevrolet, Buick, Oldsmobile), NOT the manufacturer, that should be entered in this field.

Code:

Text (name)

98 Not reported

99 Unknown

Rationale:

Important for vehicle identification purposes. Necessary for evaluation, research and accident comparison purposes.

V5A Trailer Registration State**Definition:**

The state, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc. issuing the registration plate of the trailer. For foreign countries, MMUCC requires only the name of the country. Border States may want to collect the name of individual Canadian provinces or Mexican States. Note! The paper form allows room to list 2 trailers. Place additional information for the 3rd trailer in the narrative.

Code:

OT None required (farm tractor, machinery, etc.)

Identifier of the state, foreign country, U.S. government, Indian Nation, etc.

OT No license plate, plate required

OT Other

Not reported (Use owner's state of residence)

99 Unknown

Rationale:

This element is important for trailer identification purposes and providing linkage between the accident and vehicle registration files to access the vehicle identification number.

V5B Trailer Registration Year

Definition:

The year of registration as indicated on the registration plate displayed on the trailer. Note! The paper form allows room to list 2 trailers. Place additional information for the 3rd trailer in the narrative.

Code:

YYYY

Rationale:

This element is necessary for trailer identification purposes.

V6 Trailer License Plate Number

Definition:

The alphanumeric identifier exactly as displayed, on the registration plate or tag affixed to the trailer. Note! The paper form allows room to list 2 trailers. Place additional information for the 3rd trailer in the narrative.

Code:

00 No trailer

Alphanumeric identifier assigned by the state, foreign country, U.S. government, or Indian Nation

94 No license plate, plate required

96 Not applicable (farm tractor, machinery, etc.)

98 Not reported

99 Unknown

Rationale:

This element is necessary for trailer identification purposes.

V6A Vehicle Model Year

Definition:

The year assigned to a vehicle by the manufacturer. Note! The model year may not be the same as the year of manufacture.

Code:

YYYY

9898 Not reported

9999 Unknown

Rationale:

Important for vehicle identification purposes. Necessary for evaluation, research and accident comparison purposes.

V6B Vehicle Model

Definition:

The manufacturer assigned name, number or combination of letters and numbers (F150) denoting a family of vehicles (within a make) which has a degree of similarity in construction, such as body, chassis, etc.

Code:

Text (alphanumeric)
98 Not reported
99 Unknown

Rationale:

Important for vehicle identification purposes. Necessary for evaluation, research and accident comparison purposes.

V7 Carrier Name**

Definition:

The name of an individual, partnership or corporation responsible for the transportation of persons or property. (**Required by the Federal Motor Carrier Safety Administration.)

Code:

Rationale:

The Federal Motor Carrier Safety Administration has the authority to fine and sanction truck and bus companies that are judged to be unsafe. A key way to identify such carriers is to collect accident data by the name, address and identification number of the company. The street address allows the Office of Motor Carriers to visit carriers to conduct review of compliance with FMCSRs and also is a way to crosscheck the correct identity of the carrier. The identification number, found on the power unit, and assigned by the U.S. DOT, Interstate Commerce Commission, or by the state, is important for management, administration, evaluation and linkage. Carrier specific accident data allow the FMCSA to focus enforcement efforts on truck and bus companies that have the largest number of accidents.

V8 Carrier Street Address**

Definition:

The address of an individual, partnership or corporation responsible for the transportation of persons or property. (**Required by the Federal Motor Carrier Safety Administration.)

Code:

Street or P.O. Box

City

State (two-letter code)

Zip code

Country

Rationale:

The Federal Motor Carrier Safety Administration has the authority to fine and sanction truck and bus companies that are judged to be unsafe. A key way to identify such carriers is to collect accident data by the name, address, and identification number of the company. The street address allows the Office of Motor Carriers to visit carriers to conduct review of compliance with FMCSRs and also is a way to crosscheck the correct identity of the carrier. The identification number, found on the power unit, and assigned by the U.S. DOT, Interstate Commerce Commission, or by the state, is important for management, administration, evaluation and linkage. Carrier specific accident data allow the FMCSA to focus enforcement efforts on truck and bus companies that have the largest number of accidents.

V9 Carrier US DOT Number**

Definition:

The identification number of an individual, partnership or corporation responsible for the transportation of persons or property. (**Required by the Federal Motor Carrier Safety Administration.)

Code:

7 digits, right justified

Rationale:

The Federal Motor Carrier Safety Administration has the authority to fine and sanction truck and bus companies that are judged to be unsafe. A key way to identify such carriers is to collect accident data by the name, address and identification number of the company. The street address allows the Office of Motor Carriers to visit carriers to conduct review of compliance with FMCSRs and also is a way to crosscheck the correct identity of the carrier. The identification number, found on the power unit, and assigned by the U.S. DOT, Interstate Commerce Commission, or by the state, is important for management, administration, evaluation and linkage. Carrier specific accident data allow the FMCSA to focus enforcement efforts on truck and bus companies that have the largest number of accidents.

V10 Vehicle Configuration

Definition:

Indicates the general style of the accident involved motor vehicle.

Code:

- 1 Passenger car
- 2 SUV (sport utility/suburban)
- 3 Mini-van/passenger van with seats for 8 or less, including driver
- 4 Cargo van - GVWR 10,000 lbs or less
- 5 Cargo van - GVWR 10,001 lbs or more
- 6 Van/Bus with seats for 9-15 people, including driver
- 7 Van/Bus with seats for 16 or more people, including driver
- 8 Motor home
- 9 Motorcycle
- 10 Moped
- 11 All terrain vehicle/4 wheeler
- 12 Snowmobile
- 13 Farm machinery
- 14 Heavy equipment
- 15 Light truck (2-axles, 4 tires)
- 16 Single-unit truck (2 axle, 6 tires) GVWR 10,000 lbs or less
- 17 Single-unit truck (2-axle, 6 tires) GVWR 10,001 lbs or more
- 18 Single-unit truck (3 or more axles)
- 19 Truck pulling trailer(s) - GCWR 10,001 lbs or more
- 20 Truck tractor only (bobtail)
- 21 Tractor/semi-trailer
- 22 Tractor/doubles
- 23 Tractor/triples
- 24 Tractor/mobile home
- 97 Other*
- 98 Not reported
- 99 Unknown

Rationale:

This data element provides information about the general configuration of the vehicle that is important to evaluate the types of vehicles that have the most accidents and the effectiveness of various safety countermeasures. Note! Collect for all accidents.

V11 Cargo Body Type**

Definition:

The type of body for buses and trucks over 10,000 pounds GVWR. (**Required by the Federal Motor Carrier Safety Administration.)

Code:

- 00 No cargo body

- 01 Bus
- 02 Van/enclosed box
- 03 Hopper (Grain/chips/gravel)
- 04 Pole
- 05 Cargo tank
- 06 Flatbed
- 07 Dump
- 08 Concrete mixer
- 09 Auto transporter
- 10 Garbage/refuse
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

This data element provides more information about the vehicle, including all major cargo body types. The information it provides can be important in helping FMCSA make decisions on regulatory strategies for different types of vehicles.

V12 Gross Vehicle Weight Rating **

Definition:

The Gross Vehicle Weight Rating (GVWR) is the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all GVWRs for each unit in a combination unit motor vehicle (including the truck tractor). Thus for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single semi-trailer, truck tractors pulling double or triple trailers, trucks pulling trailers, and trucks pulling other vehicles) the GCWR is the total of the GVWRs of all units in the combination. **Note!** Federal requirements request the GVWR of the power unit in the following format. 1. 10,000 lbs. or less (or) 2. 10,001 – 26,000 lbs. (or) 3. 26,001 lbs. or more. Also required is the GCWR of the power unit and towed unit(s) in the following format. 1. 10,000 lbs. or less (or) 2. 10,001 – 26,000 lbs. (or) 3. 26,001 lbs. or more.

Source:

A computer program will choose the proper code format listed in definition above based on the weight provided by law enforcement.

Subfield 1 - GVWR Power Unit

Code:

List the Gross Vehicle Weight Rating of the power unit.

Subfield 2 - GCWR Power Unit and Towed Units

Code:

List the Gross Combination Weight Rating of the power unit and towed unit(s).

Rationale:

The Federal Motor Carrier Safety Administration (FMCSA) regulates single or combination-unit trucks that have a Gross Combination Weight Rating (GCWR) of more than 10,000 pounds.

V13 Total Occupants in Vehicle

Definition:

The total number of injured and uninjured occupants in this vehicle involved in the accident, including persons in or on the vehicle at the time of the accident.

Code:

nn

98 Not reported

Rationale:

Important for use in evaluating the effectiveness of countermeasures in preventing or reducing injury and injury severity.

V15 Emergency Vehicle Use

Definition:

Indicates official vehicles that are involved in an accident while on an emergency response. Emergency refers to an official vehicle that is traveling with physical emergency signals in use, typically red light blinking, siren sounding, etc. Code yes only if the vehicle was on an emergency response.

Code:

1 Yes

2 No

95 Wild animal hit

96 Not applicable

98 Not reported

99 Unknown

Rationale:

Important for determining the volume of emergency vehicles, involved in an emergency response, that were involved in a motor vehicle traffic accident.

V16A Hazardous Materials Placard Displayed? **

Definition:

Indication that a motor vehicle had a hazardous materials placard as required by federal/state regulations. **Note!** This will be derived from whether or not a placard is listed in the field "Hazardous materials placard". This will be generated within the system and stored in the database for upload to SafetyNet.

Code:

Yes – Placard number listed
No – Placard field is left blank
Unknown

Rationale:

(** currently required by the Federal Motor Carrier Safety Administration CFR 350.201). FMCSA devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on accidents involving trucks carrying HM and whether HM are spilled during the accidents helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting within 30-60days.

V16B Hazardous Materials Placard No. or Name**

Definition:

List the 4-digit placard number or name taken from the middle of the diamond or from the rectangular box and the 1-digit placard number from bottom of diamond.

Code:

- (1) 4-digit placard number or name taken from the middle of the diamond or from the rectangular box; and
- (2) 1-digit placard number from bottom of diamond

Rationale:

(** currently required by the Federal Motor Carrier Safety Administration CFR 350.201). FMCSA devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on accidents involving trucks carrying HM and whether HM are spilled during the accidents helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting within 30-60days.

V16C Hazardous Materials Released from Cargo Area?*

Definition:

Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.

Code:

- 1 Yes - hazardous materials released
- 2 No - hazardous materials not released
- 98 Not reported
- 99 Unknown

Rationale:

(* currently required by the Federal Motor Carrier Safety Administration CFR 350.201). FMCSA devotes special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on accidents involving trucks carrying HM and whether HM are spilled during the accidents helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting within 30-60days.

V18 Speed Limit

Definition:

Authorized speed limit for the vehicle at the time of the accident. The authorization may be indicated by the posted speed limit, blinking sign at construction zones, etc.

Code:

- Speed in MPH
- 98 Not reported
- 99 Unknown

Rationale:

Important for evaluation purposes to determine the speed over the limit through comparing with the data element "Estimated Travel Speed".

V19 Travel Direction Before Accident

Definition:

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Code:

- 1 Northbound
- 2 Southbound
- 3 Eastbound
- 4 Westbound
- 5 Not on roadway (also use for parked motor vehicle)
- 96 Not applicable (immobile from previous accident, stuck, etc)
- 98 Not reported
- 99 Unknown

Rationale:

Important to indicate direction the vehicle was traveling before the accident for evaluation purposes. Necessary for the generation of automated accident collision diagrams.

V20 Traffic Control Device Type

Definition:

The type of traffic control device (TCD) applicable to the vehicle at the accident location.

Code:

- 00 No controls
- 01 Traffic control signal
- 02 Flashing traffic control signal
- 03 School zone signs
- 04 Stop sign
- 05 Yield sign
- 06 Warning sign
- 07 Railway crossing signal with gate
- 08 Railway crossing with signal
- 09 Railway crossing with crossbuck only
- 10 Traffic control person
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

This element needs to be collected at the scene because the presence of specific devices is better verified at the time of the accident. It is also important for ascertaining the relationship between the use of various TCD's and accidents and identifying the need for upgraded TCD's at specific accident locations.

V21 Vehicle Maneuver

Definition:

What the vehicle was doing prior to the first event.

Code:

- 01 Straight ahead
- 02 Backing
- 03 Changing lanes
- 04 Overtaking/passing
- 05 Turning right
- 06 Turning left
- 07 Making U-turn
- 08 Leaving traffic lane
- 09 Entering traffic lane
- 10 Slowing in traffic lane
- 11 Stopped in traffic lane
- 12 Starting in traffic lane
- 13 Parking maneuver
- 14 Immobile from previous accident
- 15 Parked
- 95 Wild animal hit – damage only
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important for evaluation purposes, particularly when combined with sequence of events. To identify relative hazards of vehicle maneuvers for traffic accident prevention purposes. Necessary for the drawing of automated accident collision diagrams.

V22 Initial Point of Impact

Definition:

The portion of the vehicle that was impacted first in an accident.

Code:

- 00 non-collision
- 12-point clock diagram
- 13 Top (roof)
- 14 Undercarriage
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Important for use in evaluating injury severity in relation to vehicle impact and accident severity.

V23 Sequence of Events

Definition: The events in sequence for this vehicle from beginning to end of the accident.

Subfield 1 - First Event

Code:

Non-collision

- 00 No damage or injury, this vehicle
- 01 Equipment failure (tires, brakes, etc.)
- 02 Separation of units
- 03 Ran off road right
- 04 Ran off road left
- 05 Cross median/centerline
- 06 Downhill runaway
- 07 Overturn/rollover
- 08 Fire/explosion
- 09 Immersion
- 10 Jackknife
- 11 Cargo/equipment loss or shift
- 12 Fell/Jumped from motor vehicle
- 13 Other non-collision

Collision with person, vehicle, or object not fixed

- 20 Pedestrian
- 21 Pedalcycle
- 22 Railway vehicle
- 23 Animal - wild
- 24 Animal - domestic
- 25 Motor vehicle in transport
- 26 Parked motor vehicle
- 27 Motor vehicle used as equipment (Snowplow plowing, etc)
- 28 Work zone/maintenance equipment
- 29 Barricade
- 30 Other movable object

Collision with fixed object

- 40 Impact attenuator/crash cushion
- 41 Bridge overhead structure
- 42 Bridge pier or support
- 43 Bridge rail
- 44 Guardrail face
- 45 Guardrail end

- 46 Concrete traffic barrier
- 47 Other traffic barrier
- 48 Highway traffic sign post/sign
- 49 Traffic signal support/signal
- 50 Overhead sign support/sign
- 51 Light/luminaire support
- 52 Utility pole
- 53 Other post, pole, or support
- 54 Culvert
- 55 Curb
- 56 Ditch
- 57 Embankment
- 58 Approach
- 59 Construction – pavement cutout/road materials
- 60 Fence
- 61 Mailbox
- 62 Tree/Shrubbery
- 63 Delineator post
- 64 Rock
- 65 Snow bank
- 66 Other fixed object (wall, building, tunnel, etc.)
- 98 Not reported

Subfield 2 - Second Event

See Codes from Subfield 1

Subfield 3 - Third Event

See Codes from Subfield 1

Subfield 4 - Fourth Event

See Codes from Subfield 1

Rationale:

Important for use in conjunction with the most harmful event and vehicle maneuver to generate complete information about the accident.

V24 Most Harmful Event for this Vehicle

Definition: Event that produced the most severe injury to an occupant of this vehicle or, if no injury, the greatest property damage for this vehicle.

Code:

00 No injury or damage, this vehicle

Non-collision

07 Overturn/rollover

08 Fire/explosion

09 Immersion

10 Jackknife

11 Cargo/equipment loss or shift

- 12 Fell/Jumped from motor vehicle
- 13 Other non-collision

Collision with person, vehicle, or object not fixed

- 20 Pedestrian
- 21 Pedalcycle
- 22 Railway vehicle
- 23 Animal - wild
- 24 Animal - domestic
- 25 Motor vehicle in transport
- 26 Parked motor vehicle
- 27 Motor vehicle used as equipment (snowplow plowing)
- 28 Work zone/maintenance equipment
- 29 Barricade
- 30 Other movable object

Collision with fixed object

- 40 Impact attenuator/crash cushion
- 41 Bridge overhead structure
- 42 Bridge pier or support
- 43 Bridge rail
- 44 Guardrail face
- 45 Guardrail end
- 46 Concrete traffic barrier
- 47 Other traffic barrier
- 48 Highway traffic sign post/sign
- 49 Traffic signal support/signal
- 50 Overhead sign support/sign
- 51 Light/luminaire support
- 52 Utility pole
- 53 Other post, pole, or support
- 54 Culvert
- 55 Curb
- 56 Ditch
- 57 Embankment
- 58 Approach
- 59 Construction – pavement cutout/road materials
- 60 Fence
- 61 Mailbox
- 62 Tree/Shrubbery
- 63 Delineator post
- 64 Rock
- 65 Snow bank
- 66 Other fixed object (wall, building, tunnel, etc.)
- 98 Not reported

Rationale:

Important for use in conjunction with the data element “Sequence of Events” to generate complete information about the accident.

V26 Underride/Override

Definition:

An underride or override refers to the striking vehicle. If the striking vehicle slides under another vehicle during an accident it is an underride. If the striking vehicle rides up over another vehicle, it is an override. Intrusion occurs when the windshield or other glass portion of the passenger compartment is intruded.

Code:

- 0 None - No underride or override
- 1 Underride, compartment intrusion
- 2 Underride, no compartment intrusion
- 3 Underride, compartment intrusion unknown
- 4 Override, motor vehicle in transport
- 5 Override, other motor vehicle
- 98 Not reported
- 99 Unknown if underride or override

Rationale:

This information is needed to identify the magnitude of accidents in which an underride or override occurs to support rulemaking activities of the federal government.

V27 Most Damaged Area

Definition:

The location of the most damage on an accident involved vehicle.

Code:

- 00 non-collision
- 12-point clock diagram
- 13 Top (roof)
- 14 Undercarriage
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Important for evaluation, in particular, in conjunction with speed and vehicle accident severity.

V28 Damage Extent

Definition:

Estimation of total damage to the vehicle from the accident. Disabling implies damage to the vehicle that is sufficient to require the vehicle to be towed or carried from the scene.

Code:

- 0 None - no damage
- 1 Minor damage
- 2 Functional damage
- 3 Disabling damage
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Determining whether a vehicle sustained this type of damage from an accident is key to consistent collection of accident data.

DATE ELEMENTS BELOW ARE NOT MMUCC

V30 Vehicle Contributing Circumstances

Definition:

The condition of the vehicle which contributed to the accident.

Code:

- 00 None
- 01 Brakes
- 02 Steering
- 03 Power Train
- 04 Suspension
- 05 Tires
- 06 Exhaust
- 07 Headlights
- 08 Signal Lights
- 09 Tail Lights
- 10 Horn
- 11 Windows / windshield
- 12 Wheels
- 13 Truck coupling / trailer hitch / safety chains
- 14 Cargo
- 15 Fuel System
- 16 Mirrors
- 17 Wipers

- 18 Body, doors, hood
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

To identify frequently occurring vehicle defects for countermeasure development.

V31 Hit and Run

Definition:

Indication of whether or not the vehicle in question left the scene of the accident.

Code:

- 1 Yes
- 2 No
- 8 Not reported
- 9 Unknown
- 95 Wild animal hit
- 96 Not applicable

Rationale: To identify the extent of hit and run accidents.

V32 NGA SafetyNet Reportable

Definition:

Provides the criterion for reporting truck data to the Federal Motor Carrier Safety Administration.

Code:

An accident INVOLVING one or more of the following:

- A truck having a gross vehicle weight rating (GVWR) or a gross combination weight rating (GCWR) of 10,001 pounds or more; **OR**
- A motor vehicle displaying a hazardous materials placard; **OR**
- A motor vehicle designed to transport 9 or more persons, including the driver.

ALSO:

The Accident RESULTED in one or more of the following:

- A fatality; **OR**
- An injury requiring transportation for immediate medical attention; **OR**
- One or more involved motor vehicles required towing from the scene as a result of disabling damage or had to receive assistance to leave the scene.

Rationale:

Necessary to identify those accidents that are reportable under SafetyNet.

V33 Estimated Travel Speed

Definition:

The indication of the speed of the vehicle, as best can be determined, prior to the accident.

Code:

nnn Speed in MPH
98 Not reported
99 Unknown

Rationale:

Used for accident analysis in the determination of driver response to the emergency. To determine the contribution excessive speed makes in the occurrence of accidents.

V34 Estimated Travel Speed – How Estimated

Definition:

The manner in which estimated travel speed was determined.

Code:

1 Officer estimate
2 Driver statement
3 Occupant statement
4 Witness statement
5 No estimate
95 Wild animal hit
98 Not reported

Rationale:

To assist in the assessment of the reliability of the data element “Estimated Travel Speed” in accident analysis.

V35 Damage Amount – Vehicle and Contents

Definition:

The total dollar amount of damage to an accident vehicle and its contents (excluding occupants).

Code:

0 None – No damage to motor vehicle or contents
\$\$\$\$,\$\$\$\$,\$\$\$\$

Rationale:

Used to compile data on dollar losses incurred in property damage as a result of motor vehicle traffic accidents. Necessary in non-injury accidents to establish reportability under state law.

V36 Proof of Financial Responsibility

Definition:

To provide the information necessary to substantiate whether a vehicle has proof or financial responsibility at the time of the accident. If the accident report field has no insurance or none listed in the blank then office personnel should use code 0. If field is blank use 98 and if field lists unknown code 99.

Subfield -1 Insurance Company Name

Code:

0 None

Text

98 Not reported

99 Unknown

Subfield - 2 Insurance Policy Number

Code:

0 None

Text

98 Not reported

99 Unknown

Subfield - 3 Effective Date

Code:

0 None

YYYYMMDD

98 Not reported

99 Unknown

Subfield - 4 Expiration Date

Code:

0 None

YYYYMMDD

98 Not reported

99 Unknown

Rationale:

Provides a record for all involved persons and insurance companies. Provides ability to count the number vehicles that have proof of financial responsibility compared to the number that do not have proof of financial responsibility.

V37 Vehicle Towed**Definition:**

To identify vehicles that had to be towed from the scene as a result of disabling damage. Do not count a vehicle that is towed, just because there is not driver available to drive it away or situations involving just a flat tire.

Code:

- 1 Yes
- 2 No
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Necessary in the determination of SafetyNet reportable accidents.

V38 Trailer Type**Definition:**

The type of towed trailing unit (if any) for an accident involved vehicle

Code:

- 00 No trailer/attachment
- 01 Semi-trailer/double/triple
- 02 Pup trailer
- 03 Mobile home
- 04 Camping trailer
- 05 Boat trailer
- 06 Horse trailer
- 07 Towed motor vehicle
- 08 Small utility (one axle)
- 09 Large utility (2 or more axles)
- 10 Combination (camper and boat, etc.)
- 11 Farm trailer (gravity box, hay rack, etc.)
- 12 Farm equipment (disk, plow, etc.)
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

To aid in identifying over representation of vehicles towing trailers in accidents.

V39 Vision Contributing Circumstances**Definition:**

Apparent vision/environmental conditions, which contributed to the occurrence of the accident for this vehicle.

Code:

- 00 None
- 01 Weather conditions
- 02 Physical obstruction
- 03 Windshield or other window obscured by frost, snow, mud, etc.
- 04 Snowbank
- 05 Trees, crops, bushes, other vegetation
- 06 Guardrail / barrier
- 07 Motor Vehicle (including load) parked
- 08 Motor Vehicle (including load) not parked
- 09 Building
- 10 Signs, billboards, etc.
- 11 Glare
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important to identify factors, which contribute to the occurrence of accidents for the purpose of designing accident prevention countermeasures.

V40 Red Tag Number**Definition:**

Number of the Red Tag provided to the driver/owner of a motor vehicle indicating that it has been involved in a motor vehicle traffic accident and that it was reported to law enforcement.

Code:

- A999999
- 0 No tag issued
- 98 Not reported
- 99 Unknown

Rationale:

Is in place to control the repairing of hit and run vehicles involved in motor vehicle traffic accidents. Body shops are restricted from repairing vehicles determined to be state reportable accidents without a red tag.

Vehicle Derived Data Elements :

These vehicle derived data elements are obtained after the accident data are collected at the scene and/or computerized. Depending on the system used, they could be derived automatically by electronic data collection systems. Or they could be generated when data are merged either at the regional and/or state level. These derived data elements are not collected by police at the scene.

VD1 Interstate Commerce

Definition:

This data element is part of SafetyNet and indicates if a carrier is interstate or intrastate. If the carrier travels between states it is interstate and the answer is yes. If the carrier only travels within South Dakota the answer is no. As a rule if the vehicle has a DOT or ICC number or if it is from another state it is interstate.

Code:

- 1 Yes
- 2 No

Rationale:

Necessary to identify those vehicles which deal in interstate commerce.

Person Level

The person data elements describe the characteristics, actions, and consequences to the persons involved in the accident.

Person Data Elements Collected at the Scene

Level 1: All Persons Involved

P1 Date of Birth

Definition:

The year, month, and day of birth of person involved in an accident.

Code:
YYYYMMDD

Rationale:

Uses of accurate reporting of date of birth include, assessing effectiveness of occupant protection systems for specific age groups, and identifying the need for safety programs directed toward them. This element is also important in providing linkage between the accident, EMS, and hospital records. Important for identification purposes.

P2 Sex

Definition:

The sex of person involved in an accident.

Code:

- 1 Male
- 2 Female
- 98 Not reported
- 99 Unknown

Rationale:

Necessary to evaluate the effect of gender on occupant protection systems and vehicle design characteristics and other gender comparisons.

P3 Derived See PD3

P4 Injury Status

Definition:

The injury severity level for a person involved in accident.

Code:

- 1 Fatal Injury

Nonfatal Injury

- 2 Incapacitating
- 3 Non-incapacitating
- 4 Possible

- 5 No injury
- 95 Wild animal hit

Rationale:

Necessary for injury outcome analysis and evaluation. This element is also important in providing linkage between the accident, EMS, and hospital records.

Level 2: All Injured Occupants

P5 Occupant's Unit Number

Definition:

The number assigned to the vehicle in which driver or injured passenger was an occupant.

Code:

nn

Rationale:

Important to link occupants back to vehicles in which they were involved. Necessary to evaluate the effect vehicle type and specific make/model have on occupant protection effectiveness and injury status.

P6 Seating Position

Definition:

The location for this occupant, in, on, or outside of the vehicle prior to the accident.

Code:

- 01 Front row - left seat
- 02 Front row – middle seat
- 03 Front row - right seat
- 04 Second row - left seat
- 05 Second row – middle seat
- 06 Second row - right seat
- 07 Third row - left seat
- 08 Third row – middle seat
- 09 Third row - right seat
- 10 Fourth row – left seat
- 11 Fourth row – middle seat
- 12 Fourth row – right seat
- 13 Front row - other
- 14 Second row – other
- 15 Third row – other
- 16 Fourth row – other
- 17 Motorcycle passenger
- 18 Pedalcycle passenger
- 19 Bus passenger
- 20 Trailing unit

- 21 On vehicle exterior (non-trailing unit)
- 22 Unenclosed cargo area
- 23 Enclosed cargo area
- 24 Sleeper section of cab (truck)
- 25 Seating Position "1" **NOT** Operator
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Necessary for the design and evaluation of occupant protection programs.

P7 Safety Equipment

Definition:

Safety equipment use by occupants and non-motorists, at the time of the accident.

Code:

- 00 None used
- 01 Lap belt only used
- 02 Shoulder harness only used
- 03 Lap belt and shoulder harness used
- 04 Helmet only
- 05 Eye protection only
- 06 Helmet and eye protection
- 07 Child/Youth restraint system used properly
- 08 Child/Youth restraint system used, not properly
- 09 Protective pads used (**Non-Motorist Only**)
- 10 Reflective clothing (**Non-Motorist Only**)
- 11 Lighting (**Non-Motorist Only**)
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Proper classification of the use of available occupant protection systems would be used to evaluate the effectiveness of such equipment. May be used to determine the frequency of use of safety equipment so appropriate countermeasures can be developed. Also allows for the analysis of injury severity as a function of safety equipment use.

P8 Air Bag Deployed

Definition:

Deployment status of an air bag relative to position of the occupant.

Code:

- 0 Not-deployed
- 1 Deployed-front
- 2 Deployed-side
- 3 Deployed-both front/side
- 4 Other direction
- 5 Multiple direction
- 6 Switch off
- 7 Not applicable
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Necessary to evaluate the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are rapidly increasing in use and availability.

P9 Ejection

Definition:

The location of each occupant's body as being completely or partially thrown from the vehicle as a result of an accident.

Code:

- 1 Not ejected
- 2 Ejected, Totally
- 3 Ejected, Partially
- 4 Not applicable (motorcycle, snowmobile, Ped., Pedalcyclist, etc.)
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Occupant protection systems prevent or mitigate ejection to a different extent. Accident injury outcome may depend on information from this element.

Level 3: All Drivers

P11 Driver License State

Definition:

The geographic or political entity issuing a driver license. Includes the states of the United States (including the District of Columbia and outlying areas), Indian

Nations, U.S. Government, Canadian provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Code:

Not Licensed

State

Indian Nation

U.S. Government

Canadian Province

Mexican State

International License (other than Mexico, Canada)

Not reported

Unknown

Rationale:

Necessary to evaluate the effectiveness of various licensing laws. This element is also critical in providing linkage between the accident and driver license files at the state level.

P12 Driver License Number

Definition:

A unique number assigned by the authorizing agent issuing a driver license to the individual.

Code:

Alphanumeric identifier assigned by the state, foreign country, U.S. government, Indian Nation, etc.

Rationale:

This element is important to provide linkage between the accident and driver license files. Used for identification purposes.

P13 Name

Definition:

The full name of the individual. Must be exactly as it appears on the driver's license.

Code:

Last, First, Middle

Rationale:

This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage if the

technology exists). Used for identification purposes. Necessary to update the driver license history file.

P14 Driver Contributing Circumstances

Definition:

The actions of the driver which contributed to the accident.

Subfield - 1 Driver Contributing Circumstances #1

Code:

- 00 No improper driving
- 01 Failed to yield to Vehicle
- 02 Failed to yield to Pedestrian
- 03 Disregarded traffic signs or signals
- 04 Exceeded posted speed limit
- 05 Driving too fast for conditions
- 06 Improper turn
- 07 Wrong side or wrong way
- 08 Improper signal or failure to signal
- 09 Improper lane change
- 10 Improper passing
- 11 Improper start from parked position
- 12 Improper parking
- 13 Improper backing
- 14 Followed too closely
- 15 Failure to keep in proper lane
- 16 Running off road
- 17 Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist, etc.
- 18 Over-correcting/over-steering
- 19 Fatigued/asleep
- 20 Drinking
- 21 Drugs – medication
- 22 Drugs – other
- 23 Illness (heart attack, stroke, etc.)
- 24 Physical impairment
- 25 Illegally in roadway
- 26 Cell phone
- 27 Other electronic device (list in narrative)
- 95 Wild animal hit – damage only
- 97 Other
- 98 Not reported
- 99 Unknown

Subfield - 2 Driver Contributing Circumstances #2

Code:

See Subfield 1

Rationale:

Important for evaluating the effect that dangerous driver behavior has on the accident. To elicit officer opinion of the accident. To identify driver errors for driver education purposes.

P16 Citation Charge

Definition:

Indication of whether the driver received a motor vehicle citation as a result of the accident.

Code:

- 1 Yes
- 2 No
- 3 Pending
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Important for evaluation of enforcement programs. For individual police jurisdictions to monitor citation records.

P17 Violation Codes

Definition:

All motor vehicle related violation codes, if any, that apply to this driver.

Code:

- Violation 1
- Violation 2

Rationale:

Important for evaluation of safety laws and enforcement practices. This information is not available from the driver license file.

Level 4: All Drivers and Non-motorists

P18 Alcohol Use

Definition:

Investigating officer's assessment of whether alcohol was used by the vehicle driver or non-motorist.

Code:

- 1 Yes
- 2 No
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Alcohol related accidents remain a serious traffic safety problem. Identifying accidents in which alcohol was involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or to identify problem areas.

P19 Alcohol Test Status

Definition: The percent of alcohol concentration.

Code:

Test results (list Actual BAC)

- 90 Test refused
- 91 Test not given
- 92 Test given, contaminated sample/unusable
- 93 Test given, but unobtainable at time report filed
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Alcohol remains the most prevalent drug involved in motor vehicle Accidents. Capturing alcohol concentration whenever a driver or non-motorist is tested will provide an accurate assessment of the extent of involvement. To determine the relationship between the degree of intoxication and accident involvement for the development of countermeasures.

P20 Drug Use**Definition:**

Investigating police officer's assessment of whether drugs were used by the vehicle driver or non-motorist.

Code:

- 1 Yes
- 2 No

- 98 Not reported
- 99 Unknown

Rationale:

Drug related accidents remain a serious traffic safety problem. Identifying accidents in which drugs were involved will help evaluate the effectiveness of programs to decrease the incidence of driving while under the influence of drugs.

P20 Drug Test Status

A

Definition:

Indication of the presence of drugs through drug testing.

Code:

- 1 Test refused
- 2 Test not given
- 3 Test given, no drugs reported
- 4 Test given, drugs reported
- 5 Test given, contaminated sample/unusable
- 6 Test given, but unobtainable at time report filed
- 95 Wild animal hit
- 98 Not reported
- 99 Unknown

Rationale:

Identifying drug related accidents would help develop and evaluate programs directed at reducing their involvement.

Level 5: Non-motorists

P23 Non-motorist Action

Definition:

The actions of the non-motorist prior to the accident.

Code:

- 01 Entering or crossing specified location
- 02 Walking, running, jogging, playing, cycling, skating
- 03 Playing or working on motor vehicle
- 04 Pushing motor vehicle
- 05 Approaching or leaving motor vehicle
- 06 Working
- 07 Standing
- 08 Laying

- 96 Not applicable
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist accidents.

P24 Non-motorist Contributing Circumstances

Definition:

The actions or non-actions of the non-motorist, which contributed to the accident.

Subfield - 1 Non-motorist Contributing Circumstances #1

Code:

- 00 None
- 01 Improper crossing
- 02 Darting
- 03 Laying and/or illegally in roadway
- 04 Failure to yield right of way
- 05 Not visible (dark clothing)
- 06 Distracted
- 07 Failure to obey traffic signs, signals, or officer
- 08 Wrong side of road
- 96 Not applicable
- 97 Other
- 98 Not reported
- 99 Unknown

Subfield – 2 Non-motorist Contributing Circumstances #2

Code:

See subfield 1

Rationale:

Important for evaluating the effect that dangerous or risky non-motorist behavior has on accidents.

P26 Non-motorist Location

Definition:

The non-motorist's location at the time of impact.

Code:

- 01 Marked crosswalk at intersection
- 02 At intersection but no crosswalk
- 03 Non-intersection crosswalk
- 04 Driveway access crosswalk
- 05 In roadway (not in crosswalk or intersection)
- 06 Median (but not on shoulder)
- 07 Island
- 08 Shoulder
- 09 Sidewalk
- 10 Roadside
- 11 Outside trafficway
- 12 Shared-use path or trails
- 13 In building
- 96 Not applicable
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Non-motorist location information is used in developing engineering, educational, and enforcement countermeasures for both motorists and non-motorists to reduce non-motorist accidents. **Helpful in the determination of who is responsible for the accident.** Needed to evaluate effect of existing, if any, countermeasures that have been applied.

Level 6: All Injured - The elements in this section are to be coded only for persons injured in the Accident.

P29 Source of Transport

A

Definition:

The source that transported an injured person to a medical facility.

Code:

- 0 None - Not transported
- 1 EMS
- 2 Law enforcement
- 95 Wild animal hit
- 97 Other
- 98 Not reported
- 99 Unknown

Rationale:

Important to trace victim from the scene of accident through the health care system. Will facilitate linkage of injured accident victims with Emergency Medical Services and hospital data files.

P29 Emergency Medical Services Trip Number

B

Definition:

The number assigned to each person transported by EMS.

Code:

Text

Rationale:

Important to trace victim from the scene of accident through the health care system. Will facilitate linkage of injured accident victims with Emergency Medical Services and hospital data files.

P29 Transported To

C

Definition:

Name of the medical facility receiving patient.

Code:

Text

Rationale:

Important to trace victim from the scene of accident through the health care system. Will facilitate linkage of injured accident victims with Emergency Medical Services and hospital data files.

P31 Address

Definition:

Address of driver, injured passenger, non-motorist, witness, vehicle owner, and damaged object(s) owner.

Code:

Address

City

State

Zip Code

Rationale:

Necessary for identification purposes and correspondence.

Level 3: All Drivers**P32 Driver License Class****Definition:**

The type of vehicle that a licensed driver has been examined on and/or approved to operate.

Code:

0 Not Applicable - (No License, No License Required)

1 Class "1" Car / Light Truck / Moped / Non CDL

2 Class "2" Class 1 and Motorcycle

3 Class "3" Motorcycle

A Class "A" Combination Vehicle - any combination of vehicles (truck or truck tractor pulling trailer, trailers, or another vehicle) with a Gross Combination Weight Rating (GCWR) of more than 26,000 pounds, provided that the Gross Vehicle Weight Rating (GVWR) of the trailers or vehicles being towed is more than 10,000 pounds.

A3 Class "A3" is same as "A" except "A3" includes motorcycle also.

B Class "B" Heavy Straight Vehicle - any single vehicle with a GVWR of more 26,000 pounds, or any such vehicle towing a vehicle with the GVWR of 10,000 pounds or less.

B3 Class "B3" is same as "B" except "B3" includes motorcycle also.

C Class "C": Small Vehicle - any single vehicle or combination vehicle, that meets neither the definitions of Class A nor Class B but that either is designed to carry 16 or more people including the driver, or is used in the transportation of hazardous materials required to be placarded under the Hazardous Materials Transportation Act.

C3 Class "C3" is same as "C" except "C3" includes motorcycle also.

Rationale:

Used to match driver license with the type of vehicle operated. Useful to identify those drivers who are not in compliance.

P33 Driver License Status

Definition: The current status of an individual's driver license.

Code:

- 01 Normal, within restrictions
- 02 No license required

Violation:

- 03 Beyond restrictions
- 04 Under suspension
- 05 Revoked
- 06 No license endorsement for this vehicle type
- 07 No license
- 08 Expired license
- 98 Not reported
- 99 Unknown

Rationale:

Used to identify drivers involved in accidents who are not in compliance with the limitations of their operator's license.

Person Derived Data Element

This person derived data element is obtained after the accident data are collected at the scene and/or computerized. Depending on the system used, it could be derived automatically by electronic data collection systems. Or it could be generated when data are merged either at the regional and/or state level. This derived data element is not collected by police at the scene.

PD1 Age

Definition:

The age in years of the person involved in an accident. This will be computer generated from use of the date of birth of the individual.

Code:

nnn

Rationale:

Age is necessary to determine the effectiveness of safety countermeasures appropriate for each age group.

PD3 Person Type

Definition:

Type of person involved in an accident.

Code:

- 01 Driver of motor vehicle in transport
- 02 Passenger of motor vehicle in transport
- 03 Pedestrian
- 04 Pedalcyclist driver
- 05 Pedalcyclist passenger
- 06 Operator of equipment
- 07 Passenger of equipment
- 08 Occupant of parked motor vehicle
- 09 Operator railway vehicle
- 10 Passenger of railway vehicle
- 11 Animal rider
- 12 Passenger of animal
- 13 Driver of animal drawn vehicle
- 14 Passenger of animal drawn vehicle

Rationale:

Need to know person type for classification purposes to evaluate specific countermeasures designed for specific people.