

SAFETYNET CRASH DATA REQUIREMENTS AND DEFINITIONS

In order to provide the data requested by FMCSA the State's reporting procedures must be capable of:

1. Selecting the appropriate cases and vehicles for upload. (Crash Selection)
2. Properly identifying the motor carriers responsible in those cases. (Motor Carrier Information)
3. Providing information on the qualifying vehicles involved. (Vehicle Information)
4. Providing supplementary information relative to the crash. (Supplementary Information)

Crash Selection

(Includes: Injury Severity & Transported for Treatment, Damage Severity & Towed from Scene, Vehicle Configuration, GVWR/GCWR, Hazardous Materials Placard)

To meet the reporting criteria for SAFETYNET, a State's crash reporting mechanism must provide elements and attribute sets that can be used to identify:

1. The number of persons sustaining fatal injuries
2. The number of persons injured and transported for immediate medical treatment
3. The number of vehicles towed from the scene due to disabling damage*
4. A truck or truck combination > 10,000 lbs. GVWR/GCWR
5. A bus with seats for 9 or more persons, including the driver
6. A vehicle of any type with a hazardous materials placard (includes auto, light truck, van, 10,000 lbs. or less)

***Note - Disabling Damage (Code of Federal Regulations):** Damage which precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. It includes damage to motor vehicles that could be driven, but would be further damaged in doing so. It excludes damage to tires, headlamps or taillights.

Additional Information: It is beneficial to identify if the qualifying vehicle was in-motion within the trafficway (In-Transport) or stopped other than in a travel lane (Parked) at the time it became involved in the crash.

- Operating on a Trafficway open to the public (In-Transport)
- Parked on or off the Trafficway

Truck and Bus Crashes Reportable to FMCSA

REPORT A TRAFFIC CRASH IF IT INVOLVES...

Any truck that has a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) of more than 10,000 pounds used on public highways	OR	Any motor vehicle with seating to transport nine (9) or more people, including the driver's seat	OR	Any motor vehicle displaying a hazardous materials placard (regardless of weight)
A fatality: <u>any</u> person(s) killed in or outside of <u>any</u> vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash	OR	An injury: <u>any</u> person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene	OR	A tow-away: <u>any</u> motor vehicle (truck, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle

Federal Motor Carrier Safety Administration

U.S. Department of Transportation
www.fmcsa.dot.gov

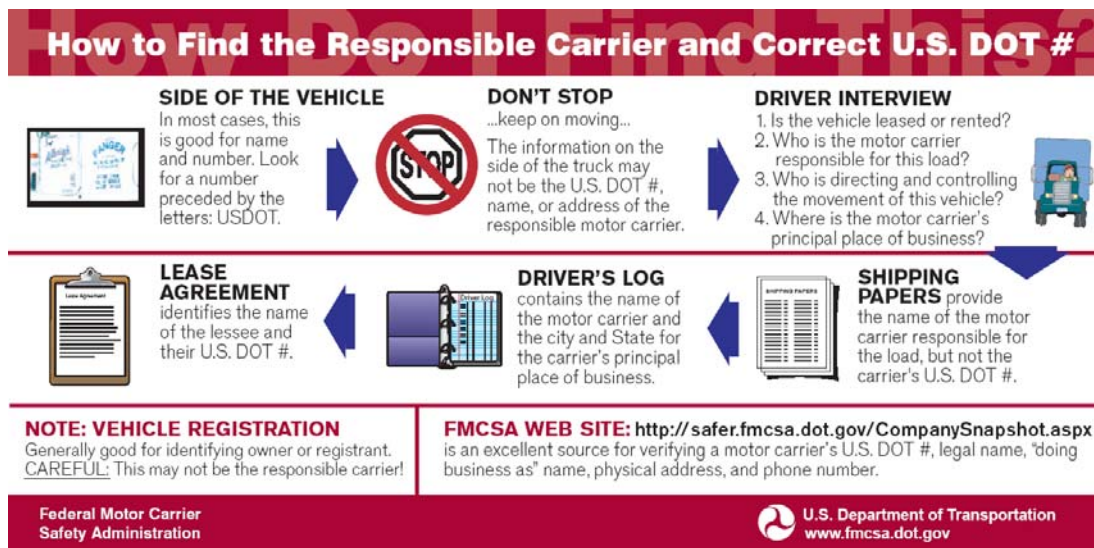
Motor Carrier Information

(Includes: Name, Address, Identification Number, Operating Category)

The information for the entity responsible for the safe transportation of the property or passengers for the trip on which the crash occurs should be recorded for each qualifying vehicle. In order to determine the carrier responsible and locate that carrier's information it is important to utilize all the sources of information available.

A Motor Carrier is the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of the goods, property or people. Motor carrier companies are either for hire or private.

- **For Hire Motor Carrier means:** An entity engaged in the transportation of goods or passengers for direct compensation for that activity. In other words, its business is hauling persons or property. Examples include companies such as Roadway Express and Greyhound Bus Service.
- **Private Motor Carrier means:** An entity that provides transportation of property or passengers, by commercial motor vehicle, but is not a "for hire" motor carrier. Examples include Wal-Mart delivering products to its stores in vehicles it owns and operates for this purpose or a Marriott hotel providing complimentary airport shuttle bus service for its guests.



Carrier Name: Many carriers around the country have the same or similar names, so the complete name is very important for FMCSA to match this crash to a valid carrier listed in the Motor Carrier Management Information System (MCMIS). Do not put partial names or abbreviations. **Record the complete Carrier Name or "DBA" (Doing Business As) Name of the entity responsible for the trip on which the crash occurs.**

Carrier Street Address (P.O. Box only if no street address): Record the complete address of the responsible carrier.

City/State/Zip: Record the city, state and zip code of the responsible carrier.

Carrier's Identification Number: A USDOT Number is an assigned number sequence required by FMCSA for all interstate carriers. Not all commercial motor vehicles have USDOT numbers. **Record the USDOT Number for the responsible carrier (entity recorded in the Carrier Name field) as it appears on the side of the vehicle (power unit) or with the operator's paperwork.** If no USDOT is available, record the MC/MX# or State # as the alternative.

Carrier Type: Indication of the type of operating authority for the entity recorded in the Carrier Name field. See included definitions. Record whether this carrier is an;

- 0 - Intrastate Carrier
- 1 - Interstate Carrier
- 2 - Not In Commerce – Other Trucks
- 3 - Not In Commerce – Government
- 4 - Other Operation/Not Specified

(0) Intrastate Carrier – This selection is used for a carrier that operates entirely within the state and does not have the authority to engage in interstate commerce. Intrastate operators are not required to have a USDOT Number.

(1) Interstate Carrier – This selection is used for a carrier that has authority to operate across state lines. Interstate operators are required to have a USDOT Number.

(2) Not In Commerce – Other Trucks - This selection is used for personal rental vehicles (e.g. - Uhaul, Ryder, Penske) that qualify by size (Over 10,000 lbs. GVWR/ GCWR) that are operated by a private individual. In these situations the rental company is NOT the carrier and should not be recorded. Rather, the word "Individual" should be recorded as the "Carrier Name" on the crash report form. (Within the SAFETYNET Carrier tab, the selection of this Carrier Type will change the "Carrier Name" field to "Responsible Party".) Personal information (address, etc.) and USDOT Number fields are left blank. All other applicable fields would be recorded normally. If the investigating officer determines that a rental vehicle is being operated for commercial purposes, then this Carrier Type would not apply and it is appropriate to record the renting business entity as the carrier.

(3) Not In Commerce – Government – This selection is used for any government vehicle whether it is operated by the local, state, or federal government. In most circumstances, the government-owned vehicle will not have a USDOT Number. If this category is selected, record the name of the government entity responsible for the safe movement of the vehicle in "Carrier Name" on the crash report form and all other information available as normal. Within the SAFETYNET Carrier tab, the selection of this Carrier Type will change the "Carrier Name" field to "Responsible Party"

(4) Other Operation/Not Specified – A commerce classification may not be obtainable or be unknown for some vehicles. This selection is NOT intended to be a field on the crash report form. It is an attribute in the system to allow a record to be uploaded when it can't be determined which of the other Operating Category codes (0-3) apply. (Within the SAFETYNET Carrier tab, the selection of this Carrier Type will change the "Carrier Name" field to "Responsible Party".)

Vehicle Information

(Includes: Vehicle Configuration, Cargo Body Type, GVWR/GCWR, Bus Use, Hazardous Materials Involvement, Vehicle Identification Number, License Plate State / Number)

SAFETYNET CODES

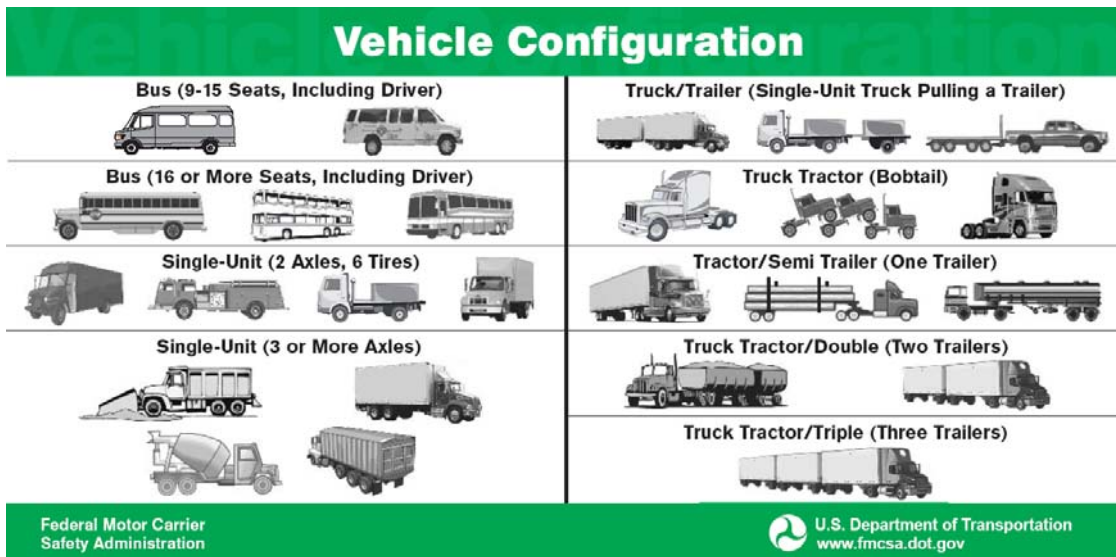
Vehicle Configuration

- 01 - Passenger Car (only HM Placard)
- 02 - Light Truck (only HM Placard)
- 03 - Bus (seats 9-15 people, inc. driver)
- 04 - Bus (seats for 16 people or more, inc. driver)
- 05 - Single-Unit Truck (2 axles, 6 tires)
- 06 - Single Unit Truck (3 or more axles)
- 07 - Truck/Trailer(s)
- 08 - Truck Tractor (bobtail)
- 09 - Tractor/Semi-Trailer (one trailer)
- 10 - Tractor/Doubles (two trailers)
- 11 - Tractor/Triples (three trailers)
- 99 - Other Truck >10,000 lbs. (not listed above)

Cargo Body Type

- 00 - Not Applicable/No Cargo Body
- 01 - Bus (seats 9-15 people, inc. driver)
- 02 - Bus (seats for 16 people or more, inc. driver)
- 03 - Van/Enclosed Box
- 04 - Cargo Tank
- 05 - Flatbed
- 06 - Dump
- 07 - Concrete Mixer
- 08 - Auto Transporter
- 09 - Garbage/Refuse
- 10 - Grain,Chips,Gravel
- 11 - Pole
- 12 - Vehicle Towing Another Motor Vehicle
- 13 - Intermodal Chassis
- 14 - Logging
- 98 - Other Cargo Body (not listed above)

Vehicle Configuration: Provides information about the general size and design of the motor vehicle. This element is important to evaluate the types of motor vehicles that have the most crashes and the effectiveness of various safety counter-measures. (See codes and definitions below)



(01) Passenger Cars and (02) Light Trucks (w/ hazmat placards):

Codes (01) and (02) are vehicle configurations less than 10,000 lbs. that are required to be recorded in SAFETYNET because they are placarded for hazardous materials.

Buses:

To meet FMCSA crash reporting requirements, any vehicle designed to transport 9 or more persons including the driver is recorded as a "bus" on the Truck and Bus Crash Report Supplement. Buses are recorded identically in both Vehicle Configuration and Cargo Body Type. Buses fit into one of two categories based upon a division by the number of actual seats in the vehicle.

(03) Bus (seats for 9-15 people, including driver)

(04) Bus (seats for 16 or more people, including driver)

Single-Unit Trucks:

Single-unit trucks are vehicle configurations designed to transport property, where the cargo carrying capability of the vehicle is integral to the body of the vehicle (i.e. - it does not carry its cargo in an attached trailer). These vehicles when greater than 10,000 lbs. GVWR are recorded on the Truck and Bus Crash Report Supplement and reported to FMCSA. Single-unit trucks are grouped based upon number of tires and axles present (down or raised).

(05) Single-Unit Truck (2 axles, 6 tires)

(06) Single-Unit Truck (3 or more axles)

(07) Truck Trailers:

Truck trailers are vehicle configurations consisting of any single-unit truck with an attached trailer for hauling cargo. When truck trailers have two different cargo body types between the truck and its attached trailer, select the cargo body type for the power unit (truck) in the combination. If the truck has no applicable cargo body type, use the trailer's cargo body type. Also of note, truck trailers can include light trucks (less than 10,000 lbs. GVWR) pulling trailers that increase the GCWR (Gross Combination Weight Rating) to over 10,000 lbs.

Truck Tractors and Semi-trailers:

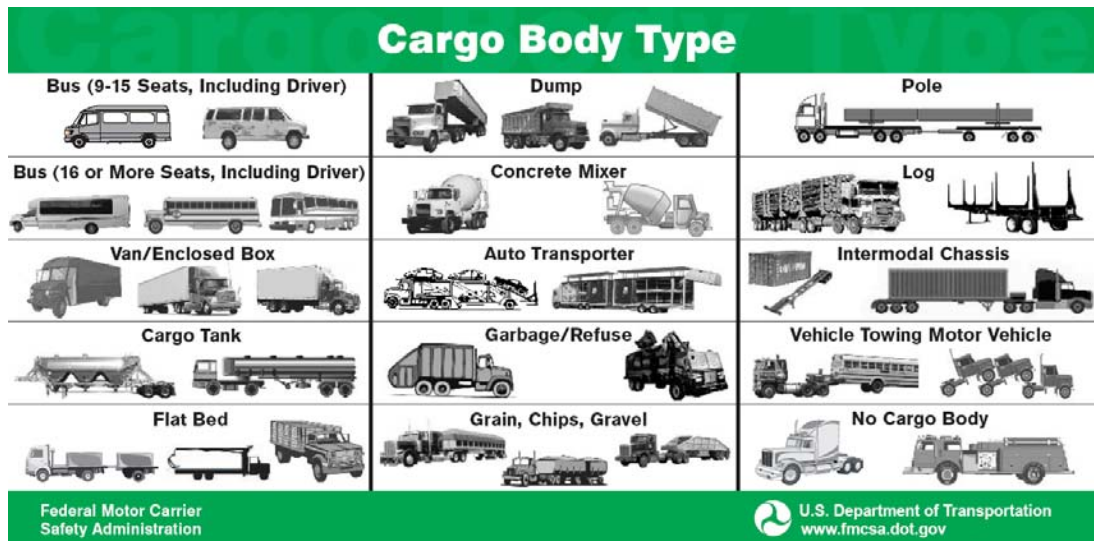
A Truck Tractor is a vehicle configuration consisting of a power-unit designed to draw/pull a semi-trailer. Thus, the truck tractor itself has no cargo carrying capability without an attached semi-trailer. A semi-trailer is constructed so that some part of the weight rests upon the power unit. A truck tractor towing other vehicles is considered a "truck tractor" vehicle configuration. These vehicle configurations are recorded on the Truck and Bus Crash Report Supplement based upon the presence and number of attached semi-trailers as follows.

- (08) Truck Tractor (without trailer, bobtail or saddlemount)
- (09) Tractor Semi-trailer (one trailer)
- (10) Tractor/Doubles (two trailers)
- (11) Tractor/Triples (three trailers)

(99) Other Trucks Greater than 10,000 lbs.:

These are vehicle configurations that qualify by size but don't fit into any of the previous configuration categories. Typically this would apply to vehicles such as farm equipment or heavy machinery.

Cargo Body Type: A description of the vehicle's primary cargo carrying capability, it provides additional information about the motor vehicle. The information it provides can be important in helping FMCSA make decisions on regulatory strategies for different types of motor vehicles. (See codes and definitions below)



(00) Not Applicable / No Cargo Body:

Code (00) should be used for passenger vehicles that are included on the Truck and Bus Crash Report Supplement because they are placarded for hazardous materials **AND** for vehicles with no cargo hauling capability such as fire trucks or truck tractors without a semi-trailer.

Buses:

Buses are recorded identically in both Vehicle Configuration and Cargo Body Type. Buses fit into one of two categories based upon a division by the actual number of seats in the vehicle.

- (01) Bus (seats for 9-15 people, including driver)
- (02) Bus (seats for 16 or more people, including driver)

(03) Van / Enclosed Box:

This code describes a cargo body type having an enclosed body integral to the frame of the motor vehicle or trailer. This should not be used for auto transporters or open hopper cargo bodies utilizing a protective cover. It applies to both enclosed trailers and cargo vans. This is the most common cargo body type for trucks.

(04) Cargo Tank:

This code describes a cargo body type designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane).

(05) Flatbed:

This code describes a cargo body type without sides or a roof, with or without readily removable stakes which may be tied together with chains, slats or panels. This would include "stake body" trucks.

(06) Dump:

This code describes a cargo body type that tilts to discharge its load by gravity. "Belly dump" trailers that discharge the load through a gate in the bottom without tilting are given the body type "grain, chips or gravel".

(07) Concrete Mixer:

This code describes a cargo body type specifically designed to transport and mix concrete.

(08) Auto Transporter:

This code describes a cargo body type that is specifically designed to transport multiple, fully assembled automobiles. Single-unit flatbed tow-trucks hauling cars DO NOT qualify. Auto transporters are typically configured as truck-trailers.

(09) Garbage / Refuse:

This code describes a cargo body type that is specifically designed to collect and transport garbage or refuse and recyclables. It includes conventional, rear-loading and "roll-off" style garbage trucks.

(10) Grain, Chips, Gravel:

This code describes a cargo body type used for hauling these or other similar bulk commodities. They may be referred to as "open hoppers" or "belly dumps".

(11) Pole:

This code describes a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The "pole" extends or retracts to accommodate varying lengths of cargo.

(12) Vehicle Towing another Motor Vehicle:

This code refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle. These are often called "drive-away or tow-away" and will be applicable to tow trucks and specially rigged truck tractors.

(13) Intermodal Chassis:

This code describes a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case flatbed is the cargo body type.

(14) Log:

This code describes a cargo body type for trailers with a fixed middle beam and side support posts specifically designed for carrying logs. If the trailer can "telescope" to carry different log lengths, then it should be considered a pole trailer.

(98) Other Cargo Body (not listed above):

This code describes a cargo body type that does not fit into any of the previous codes.

Gross Vehicle Weight Rating: GVWR and GCWR are manufacturer designated weights, not the loaded weights from the bill of lading or the scaled weight of the vehicle. GCWR is the sum of all GVWR's for each unit in a combination-unit motor vehicle and should be used when recording the weight of qualifying combination vehicles. The use of GCWR to determine selection becomes especially important when vehicles that would NOT qualify by GVWR alone are involved in crashes when pulling a trailer.

Record the applicable category for the single vehicle's gross vehicle weight rating (GVWR) or combination vehicle's gross combination weight rating (GCWR). This information is found on the certification label located on the driver's door or door frame, cab behind the seat or driver-side visor. The label for trailers should be affixed to a location on the forward half of the left side.

Indicate:

1 - 10,000 lbs. or Less

2 - 10,001 – 26,000 lbs.

3 - Greater than 26,000 lbs.

Use gross combination weight ratings (GCWR) for truck combinations.

Bus Use: Indicates the specific category of passenger transport in which this vehicle is engaged.

Record the applicable bus use for this vehicle.

Choose from the following (See definitions below):

0 – Not a bus

1 – School (public or Private)

2 – Transit

3 – Intercity

4 – Charter

5 – Other

(0) Not a Bus – use for any vehicle with less than 9 seats, including the driver.

(1) School (Public or Private) – any public or private school or district, or contracted carrier operation on behalf of the entity, providing transportation for K-12 pupils.

(2) Transit – an entity providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas.

(3) Intercity – a company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules.

(4) Charter – a company providing transportation on a for-hire basis, usually round-trip service for a tour group or outing.

(5) Other – all bus operations not included in the previous categories. These include private companies providing transportation services for their own employees and others (hotel shuttles, etc.), non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections).

Hazardous Material Involvement: A Hazardous Material is any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Getting good data on crashes involving Hazardous Materials helps FMCSA focus enforcement efforts.

1. **Record if this vehicle has a Hazardous Material Placard (Yes or No).**

If you indicated YES:

2. **Record the four (4) digit ID number or Name, then**

- This information is found on an orange panel or a white “square-on-point” panel. If no number is used, record the hazmat name indicated

3. **Record the Class Number at the bottom of the diamond.**

- This can be a one digit or one digit number with a decimal.

4. **Record if the placarded material was released from this vehicle’s cargo (Yes or No).**

- Leakage of fuel or oil carried by the vehicle for its own use DOES NOT qualify.

If there is a situation where a vehicle is transporting more than one hazardous material by class and/or Identification number, record the information on the material based on the following hierarchy:

1. If there is a release, record the information on the material that was released.
2. If there are hazardous materials from Table 1 and Table 2, record the material from Table 1.
3. If there are multiple materials from Table 2, record the material that is present in the greatest quantity.





***Note - Placards should be on all four sides of the vehicle. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). Shipping papers**

must also accurately communicate the hazards of the materials being transported and contain an emergency response telephone number.

Reporting Hazardous Materials Information

ACCURATE REPORTING SAVES LIVES

Data you collect is used to calculate risk assessment, determine response methods, and develop regulations. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). Your Accident or Collision Report/Supplement may ask the following hazardous materials questions (exact wording will vary by State):

<p>1. DOES THE VEHICLE HAVE A HAZARDOUS MATERIALS PLACARD? YES <input type="radio"/> NO <input type="radio"/></p> <p>Placards should be on all four sides of the vehicle. For containers with bulk packages inside, if the required ID# marking is not visible, the transport vehicle must be marked on each side and each end.</p> <p style="text-align: right;">Some Common Placards</p> 	<p>2. ENTER THE FOUR-DIGIT NUMBER (OR NAME) FROM THE PLACARD 1 9 9 3</p> <p>The four-digit number may be on an orange panel or a white "square-on-point" panel. If no four-digit number appears on the placard, enter the Placard Name.</p>   
<p>3. ENTER THE HAZARDOUS MATERIALS CLASS NUMBER FROM THE BOTTOM OF THE PLACARD 3</p> <p>The Class Number can be a one- or two-digit number with a decimal in the middle. 5.1</p> <p>It is critical for identifying and studying various types of hazardous materials involved in traffic crashes.</p>  	<p>4. WAS HAZARDOUS CARGO RELEASED? YES <input type="radio"/> NO <input type="radio"/></p> <p>The intent of this question is to determine whether any of the placarded material was released or escaped from its transport container into the environment. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.</p>

Federal Motor Carrier Safety Administration
U.S. Department of Transportation
www.fmcsa.dot.gov

Truck/Truck Tractor or Bus Identification

1. Vehicle Identification Number (VIN)

- The standard VIN (1981 and later) is 17-characters long. Older VINs may be shorter. Code the complete VIN. VIN is always left-justified. If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. Do not zero-fill. If the state will not allow transmittal of a complete standard VIN, code the right-most four characters as numeric zeroes.

2. Truck/Truck Tractor or Bus License Number (State & number)

Supplementary Information (Case Identification & Crash Related Information)

(Case Identification Includes: Reporting Agency, State Accident Number, Date of Crash, Time of Crash, Location)

Reporting Agency

State Accident Number

Date of the Crash: month, day, year

Time of Crash: hours, minutes

Location: State, county, city or township, street or highway

(Crash Information Includes: Number of Vehicles Involved, Driver's Information, Citation Issued, Sequence of Events, Trafficway, Access Control, Weather Condition, Roadway Surface Condition, and Light Condition)




Total Number of Vehicles Involved in the Crash: A count of every vehicle involved in a crash that meets the severity threshold of the selection criteria. It includes both qualifying and non-qualifying vehicles.

Truck or Bus Driver's Identification: Record the information for the operator of the qualifying vehicle.

- Name: last-first-middle
- Driver's License U.S. State, Canadian Province, Mexican State (two letter code)
- Driver's License Number
- Driver's License Class (Class "A", Class "B", Class "C") **See instruction card below.**
- Driver's Date of Birth

Commercial Driver's License (CDL)

COMMERCIAL MOTOR VEHICLE GROUPS

Group A (Combination Vehicle)	Group B (Heavy Straight Vehicle)	Group C (Small Vehicle)
<p>Any combination of vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.</p> 	<p>Any single vehicle with a GVWR of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.</p> 	<p>Any single vehicle or combination of vehicles, that meets neither the definition of Group A nor Group B, but is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous which require the motor vehicle to be placarded. This includes any quantity of chemical or biological material or agent posing a threat to national security, including toxins.</p> 

Revised 01/06

Citation Issued as result of Crash (Truck or Bus Driver only)

- Yes
- No
- Pending
- Unknown

Sequence of Events

Record the code(s) for the events in the order in which they occurred time-wise. For crashes with more than four events in the sequence, omit the event(s) least relevant to describing the crash. See definitions of codes below.

Non-Collisions

- 1 Ran Off Road
- 2 Jackknife
- 3 Overturn (Rollover)
- 4 Downhill Runaway
- 5 Cargo Loss or Shift
- 6 Explosion or Fire
- 7 Separation of Units
- 8 Cross Median/Centerline
- 9 Equipment Failure (tire, brakes, steering, etc.)
- 10 Other Non-Collision

Collision Involving/With

- 12 Pedestrian
- 13 Motor Vehicle In-Transport
- 14 Parked Motor Vehicle
- 15 Train
- 16 Pedalcycle
- 17 Animal
- 18 Fixed Object
- 19 Work Zone Maintenance Equipment
- 20 Other Moveable Object
- 98 Other (Describe)

Non-Collision Attributes:

(1) Ran-off-road - is used if the driver loses control of the vehicle and leaves the roadway (travel lanes).

(2) Jackknife - applies to a condition that occurs to an articulated vehicle (any vehicle with a trailing unit(s) connected by a hitch); while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit.

(3) Overturn (Rollover) - is used when a vehicle rotates 90° or more, side-to-side or end-to-end. Also may be referred to as a "Rollover". An Overturn or Rollover should be treated as a single event when a vehicle performs multiple rotations in a crash.

(4) Downhill Run-Away - refers to a vehicle that loses control due to brake failure on a downhill grade.

(5) Cargo Loss or Shift - refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. As an event in the sequence for this vehicle, the loss or shift does not have to be harmful. For example, tractor trailer rounds a sharp curve, causing cargo in its trailer to shift precipitating an overturn.

(6) Explosion or Fire - can occur as the cause of the accident or the result of one.

(7) Separation of Units - is used when a trailing unit separates from its power unit or another trailing unit(s).

(8) Cross Median/Centerline - is used when a vehicle completely crosses the median and enters the shoulder or travel lanes on the opposite side of a divided highway. It also includes crossing over the centerline of a two-way undivided highway.

(9) Equipment Failure - Examples include defective: tires/wheels/rims, brakes, steering, suspension, power train, lighting systems, trailer hitch, air bag, wipers, etc.

(10) Other Non-Collision - would include events such as: vehicle went airborne (driving off a cliff), injured in vehicle (load passes through rear window), gas inhalation (carbon monoxide), fell from vehicle, or thrown or falling object (falling tree/rock).

Collision Involving/With Attributes:

(12) Pedestrian - persons traveling on their feet. This also includes persons on Personal Conveyances. A personal conveyance is (1) a human-powered, non-motorized device not propelled by pedaling, (2) such devices even when motorized. Examples include; skateboard riders, people in wheelchairs, roller skates, motorized scooters, etc.

(13) Motor Vehicle In-Transport - Use this code when one motor vehicle collides with another motor vehicle in motion within the trafficway, or on a roadway (In-Transport). Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc. In roadway lanes used for travel during rush hours and parking during off peak periods, a parked motor vehicle is "in-transport" during periods when parking is forbidden.

(14) Parked Motor Vehicle- refers to the collision of a motor vehicle in-transport with a motor vehicle not in-transport. Parked motor vehicles include vehicles in designated parking spaces, stopped off the roadway (stopped on the shoulder, median, roadside) and those parked in the roadway in lanes not designated for travel at the time of accident.

(15) Train- used when qualifying vehicle strikes a train, cable car or trolley which are on rails. Cable cars and trolleys not on rails are considered motor vehicles in-transport.

(16) Pedalcycle - Includes persons riding non-motorized bicycles, tricycles, unicycles. Also includes passengers on those devices.

(17) Animal - is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device. (See code "20 – Other Movable Object" for dead animals in the Roadway)

(18) Fixed Object- refers to permanent or semi-permanent structures such as boulders, impact attenuators, bridges, concrete traffic barriers, embankments, culverts, standing trees, etc.

(19) Work Zone/Maintenance Equipment- Use this code when this motor vehicle strikes a construction, maintenance or utility vehicle in the process of working and not "in-transport." For example, a "cherry picker" working on telephone lines.

(20) Other Movable Object- refers to temporary or not-fixed objects such as ridden animals or animals drawing a device, construction barrels or cones, temporary highway signs, animal carcasses or fallen trees in the roadway.

Trafficway

- (1) **Two-way, not divided** - is used for a trafficway with travel in opposite directions where the travel lanes are NOT physically separated. This would include travel lanes separated by a continuous left turn lane.
- (2) **Two-way, divided, unprotected median** - is used for a trafficway with travel in opposite directions where the travel lanes are physically separated at-grade but no above-grade barrier or grade separation exists to prevent a vehicle from crossing into the opposite travel lanes. Examples include; flush grassy or gravel medians, painted medians, or medians with decorative foliage planted for aesthetics and not vehicle containment.
- (3) **Two-way, divided, positive median barrier** - is used for a trafficway with travel in opposite directions where the travel lanes are physically separated and the separation includes in its construction an above-grade barrier to prevent a vehicle from crossing into the opposite travel lanes. Examples include medians with a concrete traffic barrier ("Jersey Wall"), raised earth embankment, wall, or guardrail.
- (4) **One-way, not divided** - is used for a trafficway with travel in a single direction.
- (8) **Not reported** - is used in SAFETYNET when this information is not available in the State's road inventory or included as a data element on the PAR.
- (9) **Unknown** - is used in SAFETYNET when the information is available and recorded as UNKNOWN on the PAR or is not recorded in the PAR fields.

Weather Condition

- (1) **No Adverse Condition** – Indicates in SAFETYNET that no other condition is applicable. May be reflected on the PAR as "Clear" or "None".
- (2) **Rain** - Refers to precipitation falling as liquid. It would include what may be termed "Mist" or "Drizzle" on a PAR. Note, precipitation falling as liquid (rain) and then freezing on the roadway should be recorded as rain and then reflected in Road Surface Condition as Ice. This condition may be recorded on the PAR as "Freezing Rain".
- (3) **Sleet, Hail** - this attribute would apply to conditions where precipitation is falling as ice (sleet/hail).
- (4) **Snow** - is used when precipitation is falling as snow at the time of the crash. Could also be recorded on the PAR as "Blowing Snow". Note that this condition should be recorded under the SAFETYNET attribute "Blowing Sand, Soil, Dirt or Snow".
- (5) **Fog** - refers to a natural or man-made condition that causes reduced visibility. May be recorded on the PAR in conjunction with "Smog" or "Smoke".
- (6) **Blowing Sand, Soil, Dirt, or Snow** - applies to sand, soil, dirt or snow that is set aloft by wind. May be referred to as "Dust". "Blowing Snow" may be included as a separate attribute on the PAR. Note that if the PAR reflects a selection of "Snow" and "Severe Crosswind" as conditions, SAFETYNET would record this attribute rather than drop one of the conditions.
- (7) **Severe Crosswinds** - may be recorded on the PAR as "Wind" and would be reflective of the officer's determination that the wind is severe enough to record as a condition.
- (8) **Other** - would be appropriate if a condition is reflected on the PAR that does not fit into any of the above SAFETYNET attributes.
- (9) **Unknown** - would be appropriate if "Unknown" is reflected on the PAR as a selection or the element is left blank.

Road Surface Condition

- (1) **Dry** - Indicates a roadway surface clear of significant moisture or debris.
- (2) **Wet** - describes a roadway surface that is covered with water from rain, melted snow or sleet.
- (3) **Water (standing, moving)** - would describe a roadway surface that is covered with an excessive amount of water usually attributed to flooding and typically localized.
- (4) **Snow** - describes a roadway surface that is covered with snow. The weather condition may or may not indicate "Snow" at the time of the crash.
- (5) **Slush** - describes a roadway surface that is covered with melting snow that is in a state between being snow covered and wet.
- (6) **Ice** - would include a roadway covered with ice from freezing rain. This would include "Frost" if recorded on the PAR.
- (7) **Sand, Mud, Dirt, Oil, or Gravel** - would include sand or dirt on the roadway blown by wind or these materials discharged on the roadway by highway trucks. Note that these indicate the substance's presence

on the surface of the roadway at the crash location, not the surface type of the roadway by design. Oil would include fuel spilled on the roadway.

(8) Other - would be appropriate if a condition is reflected on the PAR that does not fit into any of the above SAFETYNET attributes. This could include things such as wet leaves or tree debris.

(9) Unknown - would be appropriate if "Unknown" is reflected on the PAR as a selection or the element is left blank.

Light Condition

(1) Daylight - describes the period time between "Dawn" and "Dusk" when significant sunlight is present and no artificial lighting is necessary.

(2) Dark - Not Lighted - describes a condition where no "natural" light exists and no overhead "man-made" lighting is present on the roadway where the crash occurs.

(3) Dark – Lighted - describes a condition where no "natural" light exists but there is overhead "man-made" lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities or towns and some interchange areas. This does not include lighting from store fronts, houses, parking lots, etc.

(4) Dark - unknown roadway lighting - Indicates it is known that the crash took place during hours of darkness but the presence of roadway lighting is not known.

(5) Dawn - the transition period going from "dark of night" to a daylight condition. This is typically the 30 minute period before the sun rises.

(6) Dusk - the transition period going from a daylight condition to the "dark of night". This is typically the 30 minute period after the sun sets.

(7) Other - would be appropriate if a lighting condition is reflected on the PAR that does not fit into any of the above SAFETYNET attributes.

(8) Unknown - would be appropriate if "Unknown" is reflected on the PAR as a selection or the element is left blank.