



U.S. Department
of Transportation

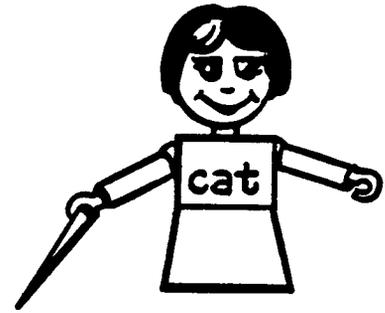
**National Highway
Traffic Safety
Administration**

Computer Accident Typing for Bicyclist Accidents

Training Manual



COMPUTER ACCIDENT TYPING (CAT) FOR BICYCLE/VEHICLE ACCIDENTS



HOW TO USE THIS TRAINING MANUAL

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

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

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

1. Read the information in each section carefully and do the practice case or cases at the end. There are five sections in the manual.
2. When you are done with each section, inform your supervisor, but don't look up the correct answer(s) to the case(s) yet. Your supervisor will go over the case(s) with you. If you are part of a group of people who are learning to code, the supervisor will schedule a group discussion. You will review the correct answer(s) as part of this discussion, and you will have the chance to ask questions.

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

Turn to Section One and begin.

SECTION ONE

SECTION ONE

1

OBJECTIVE
Learning to Code
Bicycle/Motor Vehicle
Accidents

The objective of this program is to teach you how to "code" bicycle-motor vehicle accident information for input to a computerized accident typing or classification system.

2

YOU:
Analyze and Code
the Accident Report

THE COMPUTER:
Identifies the Accident
Type

You will be reading police accident reports and coding various kinds of data within them. Your job is to "figure out" what the motorist and the bicyclist did, or did not do, that led to the collision. Then you answer eight questions concerning how the accident occurred, and your answer codes will be fed into a computer. The coded information will enable a computer to assign an "accident type" to that report.

3

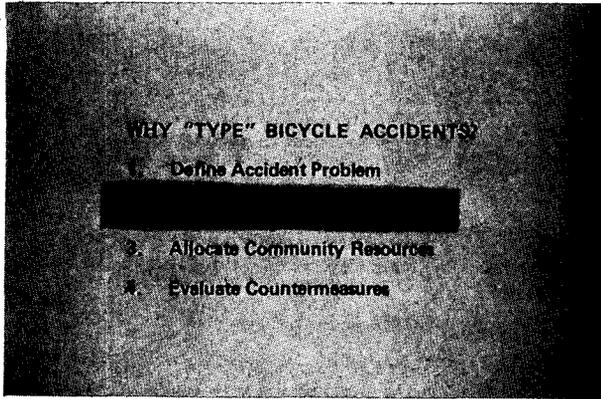
WHY "TYPE" BICYCLE ACCIDENTS

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

Before learning the typing procedure, we should discuss why we classify accidents. Accident typing fills a number of roles in the development and evaluation of traffic safety programs.

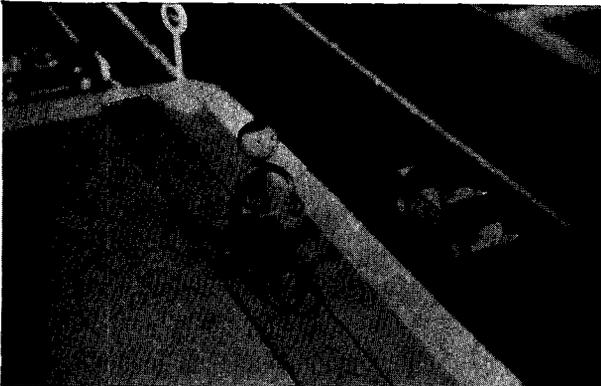
First, it enables a community to define its accident problem. Rather than having just a stack of reports, the accidents can be divided into types that involve common characteristics. Accidents are not random occurrences. There are a number of patterns--sets of common characteristics--which reoccur again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

4



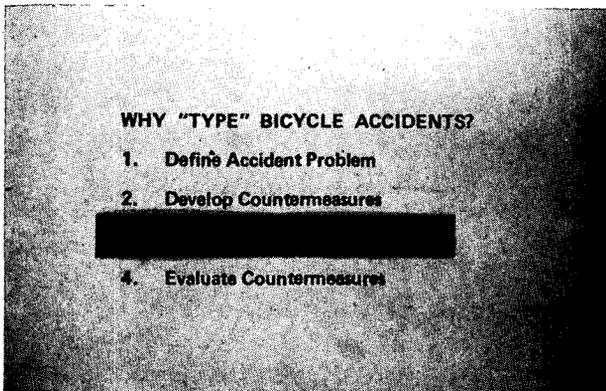
Second, studying the circumstances that make up an accident type can lead to a remedy or countermeasure to that accident type.

5



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

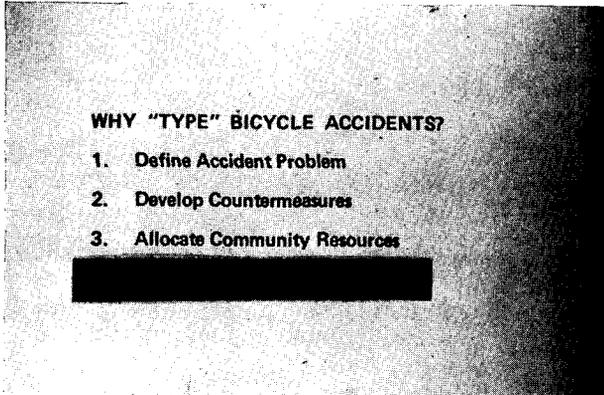
6



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

If one type of accident occurs three times as often as any of the other types, then a greater proportion of the funding and effort should be directed toward preventing that accident type.

7



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

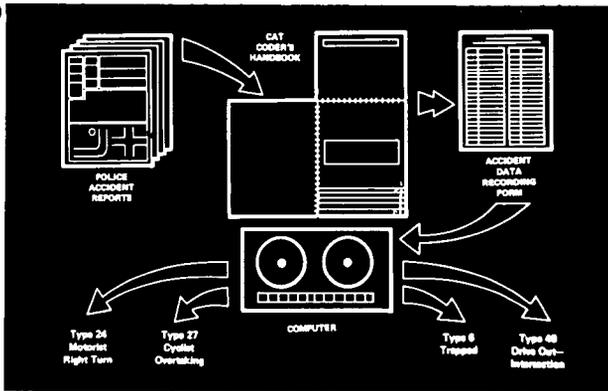
Bicycle accident typing is an important step in the development of an effective program to combat bicycle accidents.

8

COMPUTER ACCIDENT TYPING

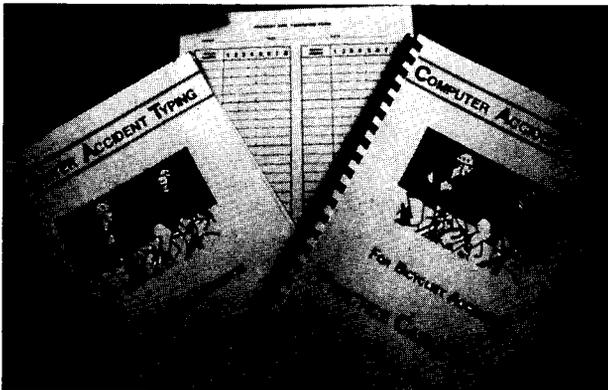
The system we will be using to type bicycle accidents is called "Computer Accident Typing" or CAT.

9



Computer accident typing involves a coder reading a police accident report and following through a list of statements in the Coder's Handbook to locate codes which appropriately describe the accident. Code numbers for these statements are then entered on a coding form and from the form into a computer. The computer assigns accident type numbers. As you code, you will be referring back and forth between the accident report and the Coder's Handbook.

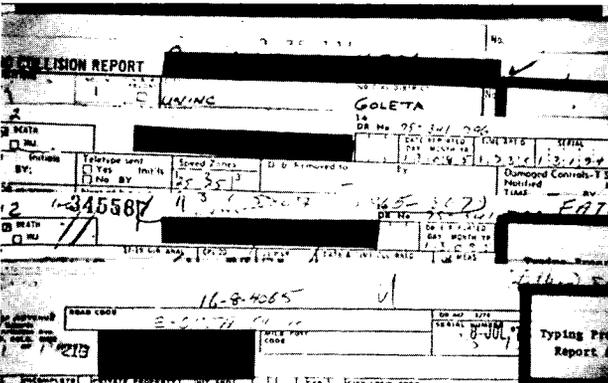
10



For this accident typing program, you should have the following materials: A Computer Accident Typing Coder's Handbook, accident data recording forms and a Practice Cases Booklet. Take a few minutes to leaf through the materials to become familiar with their contents.

[STOP, review the materials, then CONTINUE]

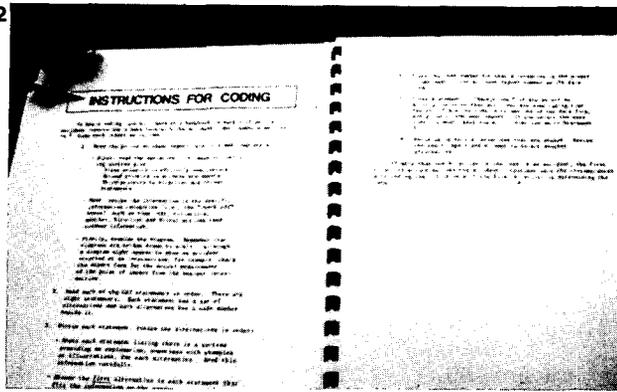
11



Now that you've looked over the materials, let's review them, beginning with the sample accident reports. These are actual bicycle accidents that have been collected from police agencies across the country. You will notice that different jurisdictions use different report forms.

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

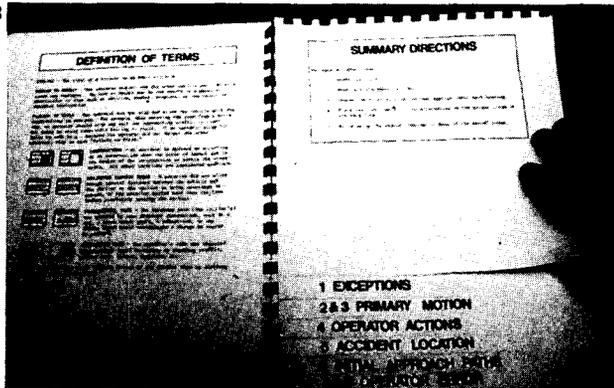
12



The Coder's Handbook contains four parts: Introduction, Instructions for Coding, Definitions of Terms, and a set of flip-up pages containing the eight questions or statements that you answer in coding an accident report.

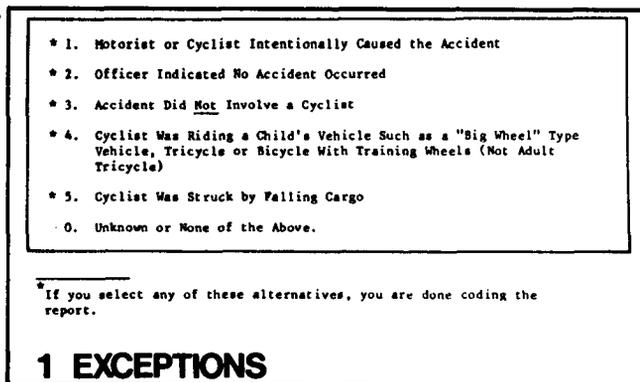
The Instructions for Coding are on the second page of the Handbook. They provide a review of the typing procedure. The first flip-up page also contains a brief summary of coding instructions.

13



The fourth page contains definitions of key terms used in the various CAT statements. Be sure to refer to them as you code. They are placed opposite the flip-up pages so that you can refer to them easily.

14



After studying the report the general procedure you will use to code the report is to read through the statements in order, beginning with Statement One, Exceptions. Notice that Statement One has six alternatives in a box. They are coded one through five, and zero. Above the box containing the list of alternatives, there is a brief description to clarify what each alternate means. These explanations plus the definitions will help you decide whether an alternative actually fits what happened in the accident.

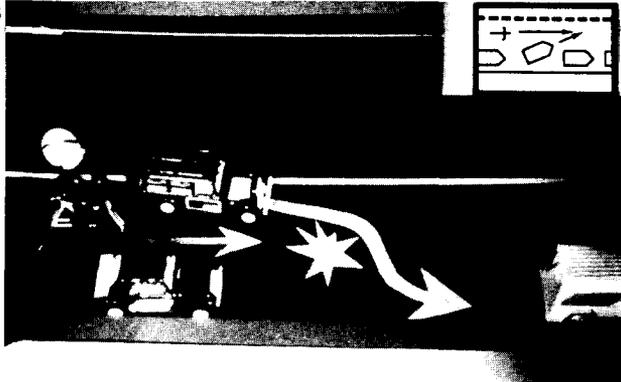
15

2 MOTORIST PRIMARY MOTION	
1. Backing	4. Turning Left
2. Stopped, or Standing	5. Turning Right
3. Going Forward	0. Unknown or None of the Above
3 CYCLIST PRIMARY MOTION	
1. Stopped or Standing, No Direction	4. Turning Right
2. Going Forward	0. Unknown or None of the Above
3. Turning Left	
2&3 PRIMARY MOTION	

Statements two and three are contained on the next flip-up page; statement two is called the "Motorist Primary Motion" and statement three is called the "Cyclist Primary Motion." They are placed on the same page because the alternatives under each statement are very similar.

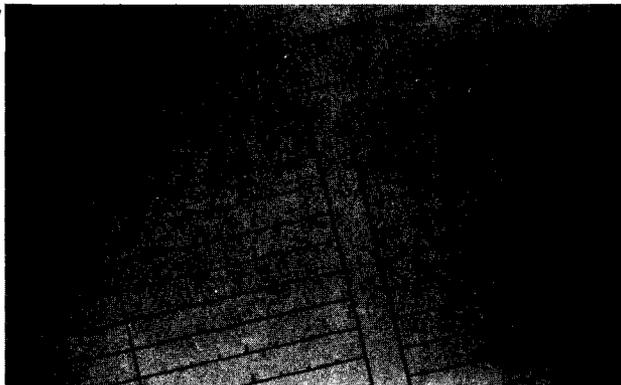
Notice that the descriptions above some of the alternatives also contain diagrams to help you better understand the meaning of the alternative.

16



These diagrams, however, are only example cases, and do not represent all possible ways the situation described by the alternative could occur. For example, one alternative you will see under a later statement involves a motorist entering or exiting an on-street parking space. The diagram (inset) illustrates the motorist exiting the parking space. This accident type would apply equally well if the motorist were entering the parking space, as shown by the models. Thus, the drawings are to be used as an aid, but should not be considered as the only possible situation in which the alternative could apply.

17



Once you have decided which alternative applies, you write the code number for that alternative in the proper column of the data form. With one exception that we will discuss shortly, when you are done coding an accident report, you will have recorded a code number for each of the eight CAT Statements.

Before we begin coding, we will briefly review the statement list.

[Follow along in your Coder's Handbook as the various statements are discussed.]

18

The cyclist was not directly struck by a motor vehicle but by some object that came loose from the vehicle, e.g., a hub cap or muffler, or by falling cargo, but not something (e.g., lumber) projecting from the vehicle.

- * 1. Motorist or Cyclist Intentionally Caused the Accident
- * 2. Officer Indicated No Accident Occurred
- * 3. Accident Did Not Involve a Cyclist
- * 4. Cyclist Was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)
- * 5. Cyclist Was Struck by Falling Cargo
- 0. Unknown or None of the Above.

... select any of these alternatives, you are done coding the

The first statement, "Exceptions," describes highly specific circumstances that, in themselves, define the accident type. If one of the alternatives, Codes One through Five, apply to an accident, you have completed coding that report.

19

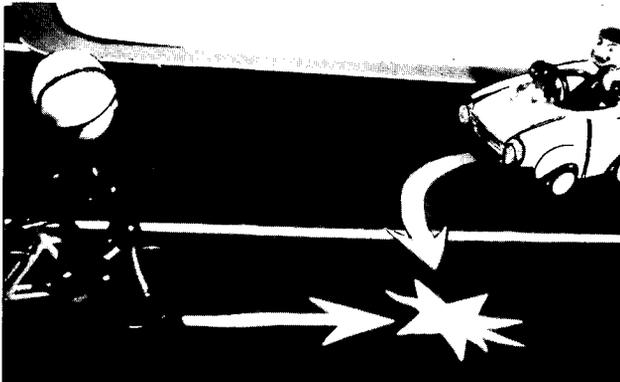
In this case, you will have only one code number which will be in column one of your data form. This is the only time you will have less than eight code numbers on the form when you have completed coding the report.

20

1. Motorist or Cyclist Intentionally Caused the Accident

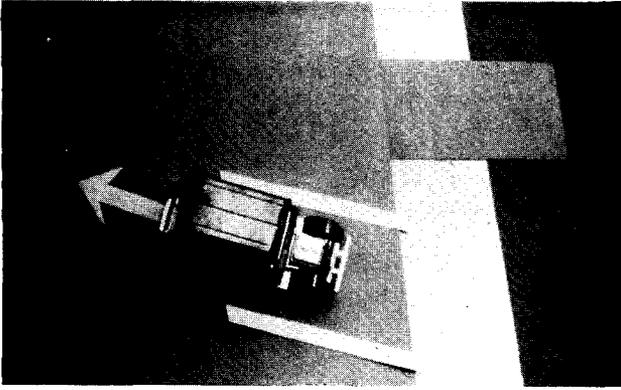
Under the "Exceptions" statement, the first choice is "Motorist or Bicyclist Intentionally Caused the Accident." This alternative is to be used if either the driver or the bicyclist was reported to have deliberately caused the collision.

21



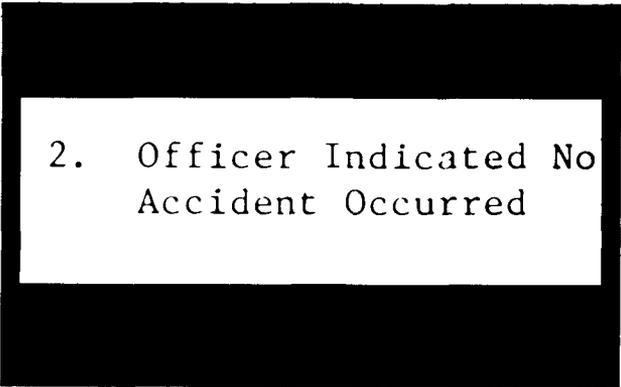
When one of the operators is charged with assault or vehicular assault in the occurrence of the collision, this alternative would apply. Even if such charges are not listed, this code can also be used if it is apparent that, for example, a motorist was attempting to run a bicyclist off the road.

22



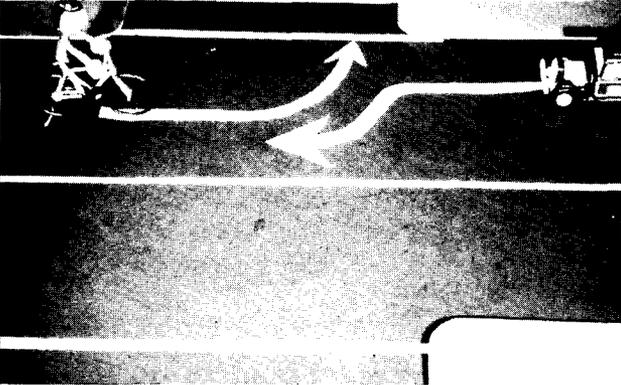
This alternative is not used if a driver or rider was careless or reckless and had not intended to strike the other party, such as backing up without looking behind their vehicle.

23



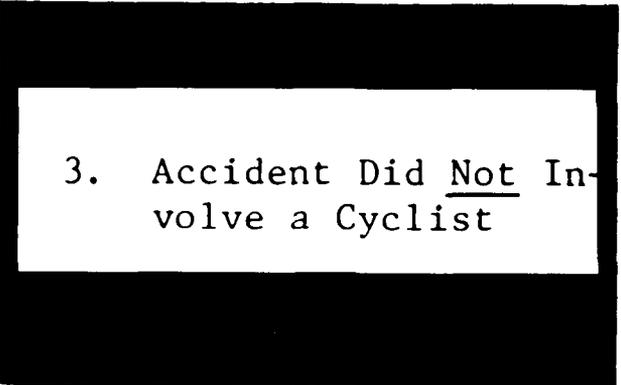
The second alternative, "Officer Indicated no Accident had Occurred," applies if no collision took place between the vehicles.

24



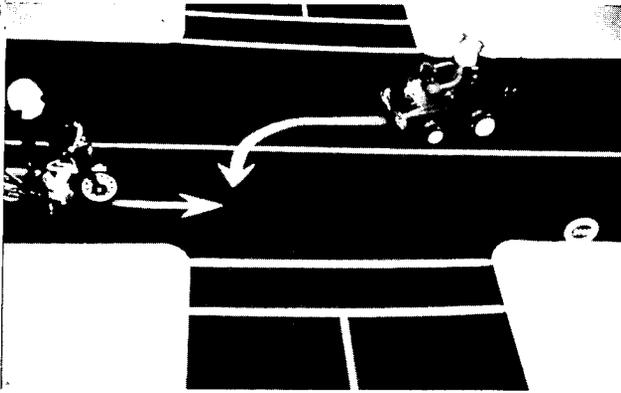
For example, if a driver had a "close call" with a young bicyclist and the bicyclist rode away, the driver may have reported an accident, unsure whether or not he or she struck the bicyclist. If the officer completing the report concluded that no accident did, in fact, occur, this alternative applies.

25



The third alternative, "The Accident Did Not Involve a Bicyclist," is to be used if the accident was not between a motor vehicle and a pedalcycle.

26



For example, if the collision was between a car and a moped or motorcycle, this alternative should be used.

27

4. Cyclist was Riding a Child's Vehicle Such as a Big Wheel Type Vehicle, Tricycle or Bicycle with Training Wheels (Not Adult Tricycle)

The fourth alternative, "Bicyclist was Riding a Child's Vehicle Such as a 'Big Wheel' Type Vehicle, Tricycle or Bicycle With Training Wheels, but Not an Adult Tricycle," is to be used whenever the cycle was not a bicycle or adult tricycle.

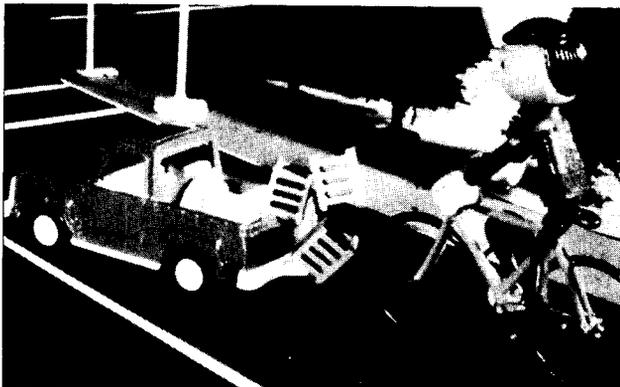
Any three- or more-wheeled child's play toy which was being ridden by a child would be coded under this alternative.

28

5. Cyclist was Struck by Falling Cargo

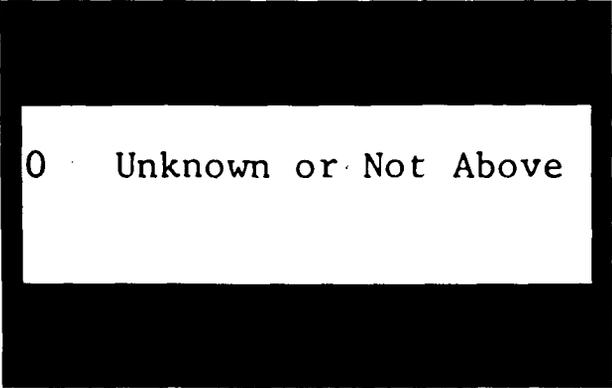
The last exception, "Bicyclist Was Struck by Falling Cargo," is to be used when a bicyclist was struck by something coming loose from a vehicle, as opposed to being struck by the vehicle itself or something attached to the vehicle.

29



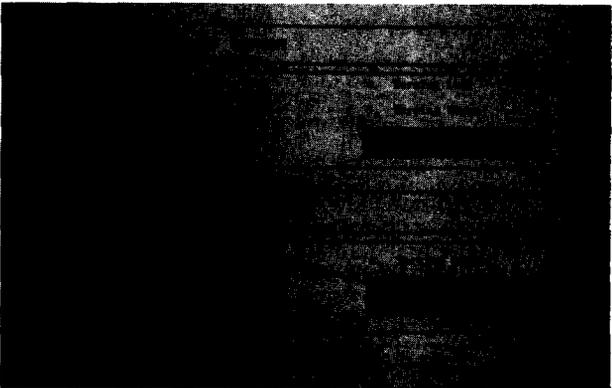
For example, if cinder blocks fall from a truck striking a bicyclist, this code would apply. But, if the bicyclist was struck by a side mirror attached to the motor vehicle, this code would not apply.

30



The code zero (0) "Unknown or None of the Above" will be used for the majority of the accident reports. This code simply indicates the report does not qualify for one of the exceptions. Record the zero (0) on the data recording form and continue to complete the remaining statements on the statement list.

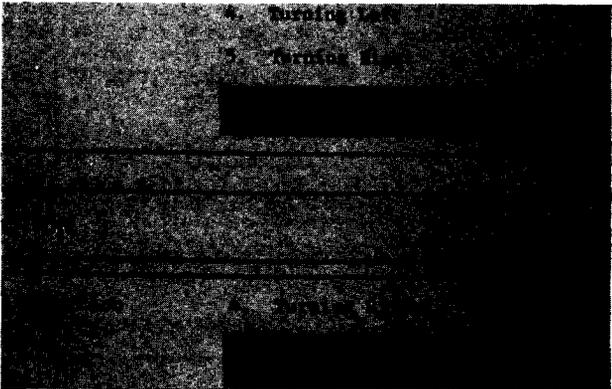
31



The second statement, "Motorist's Primary Motion," is the motor vehicle's direction of travel immediately before the collision. You should indicate whether the vehicle was backing, going forward, or turning.

The third statement, "Bicyclist's Primary Motion," has the same alternatives as the "Motorist's Primary Motion" with the exception of backing. There is no code for a backing bicyclist.

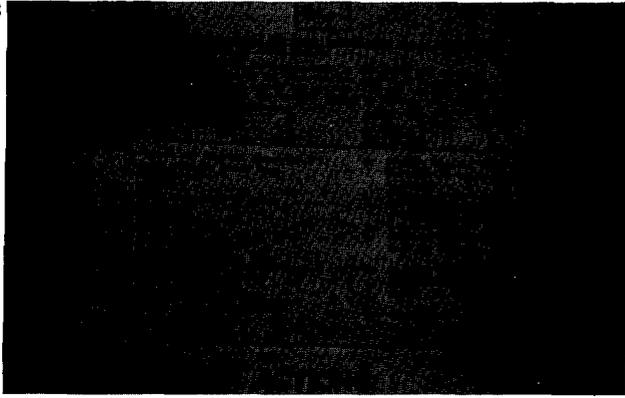
32



The last choice in both statements, zero (0) "Unknown or None of the Above" is shaded for a reason. This shading indicates that you should avoid using this code whenever possible. Go back to the report to assure that you have not missed any information. Recording a shaded "Unknown or None of the Above" code often results in the computer assigning an accident type of "Insufficient Information."

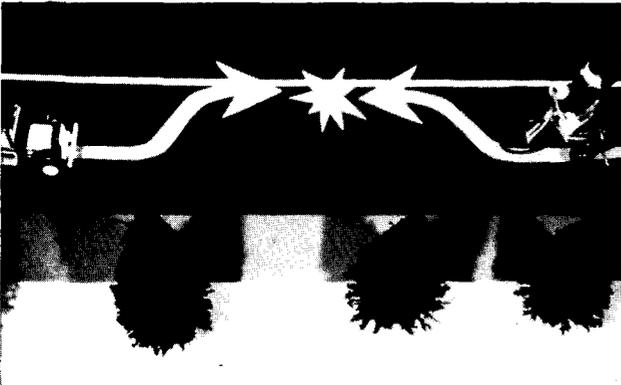
The "Unknown or None of the Above" statements which are not shaded, however, can be used freely. This was the case under the "Exceptions" statement we just discussed.

33



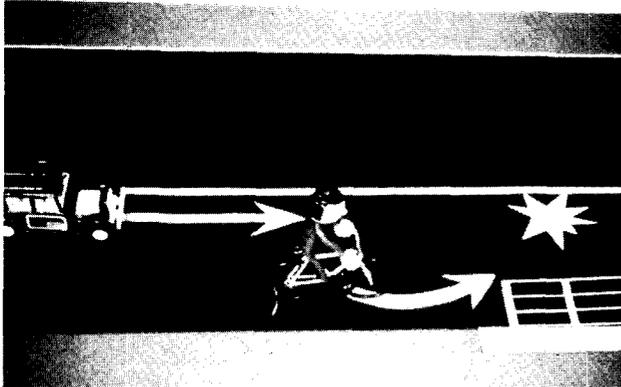
Under statement four, "Operator's Action," is a list of specific actions which either of the operators may have performed just prior to the accident.

34



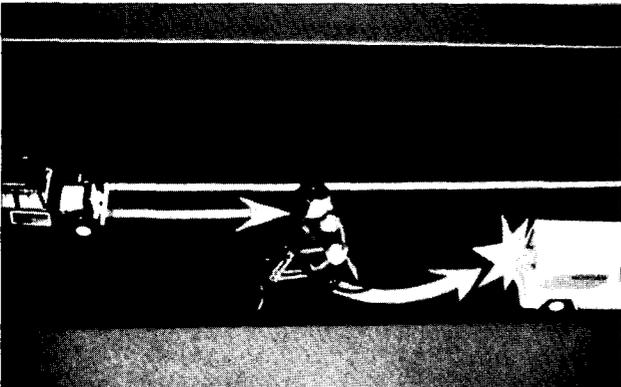
The first alternative, "Motorist and Bicyclist Attempted Evasive Actions Which were Counteractive," means that, in an attempt to avoid a collision, both the motorist and the bicyclist turned in the same direction and collided.

35



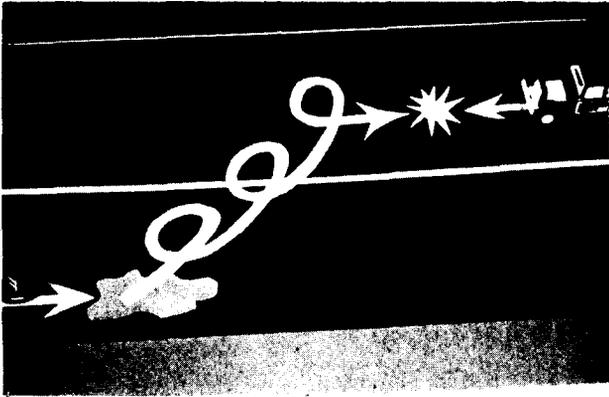
The second alternative reads, "Bicyclist Attempted to Avoid Obstruction." This situation involves a bicyclist that swerved into the path of the motor vehicle in an attempt to go around an obstruction in the bicyclist's intended path. This code applies whether the bicyclist successfully avoided the obstruction and was hit by an overtaking vehicle . . .

36



. . . or the bicyclist was unsuccessful in avoiding the obstruction and struck it.

37



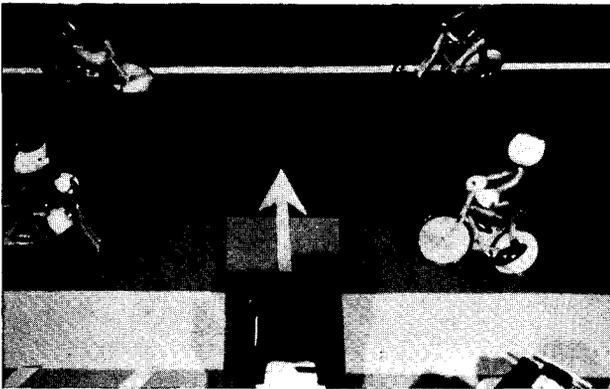
Obstructions include: People, animals, potholes, debris, parked cars, or any other object which would require a change in the bicyclist's path.

38

3. Motorist Entered Road From Driveway or Alley

Alternative Three, "Motorist Drove Out of Driveway or Alley," is to be used when a motorist entered the road from a driveway or alley just prior to the occurrence of the accident.

39



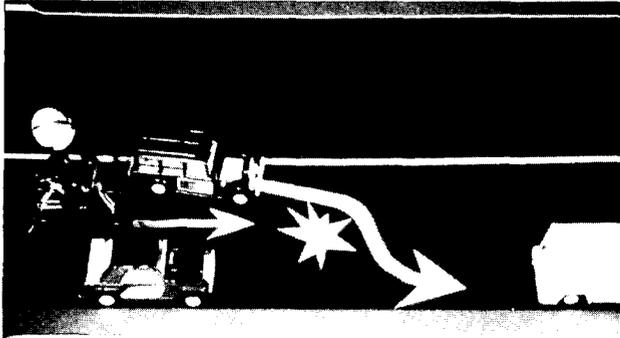
This code applies to a motorist who entered the roadway from a driveway or alley, regardless of the position of the bicyclist. This picture shows a commercial driveway, but the alternative also applies to residential drives.

40

4. Motorist Entered or Exited On-Street Parking

The fourth alternative, "Motorist Entered or Exited On-Street Parking," means a motorist was either. . .

41



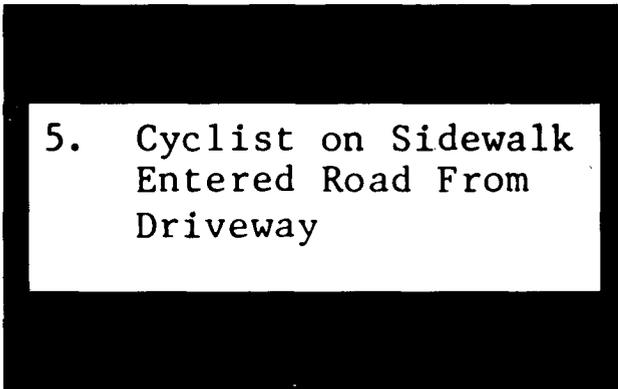
. . . in the process of pulling into a parallel parking space when the collision occurred, or . . .

42



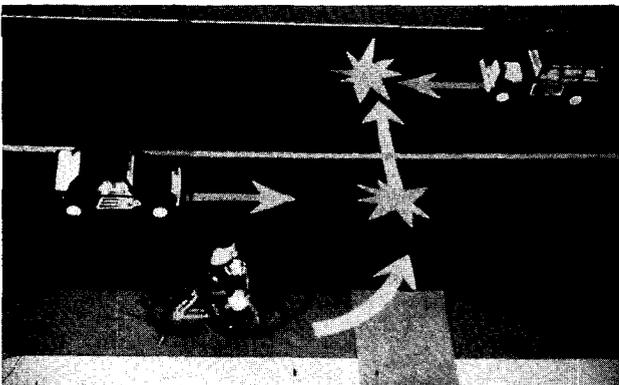
. . . in the process of pulling out of a parallel parking space when the collision occurred.

43



The fifth alternative, "Bicyclist on Sidewalk Entered Road From Driveway," applies when . . .

44



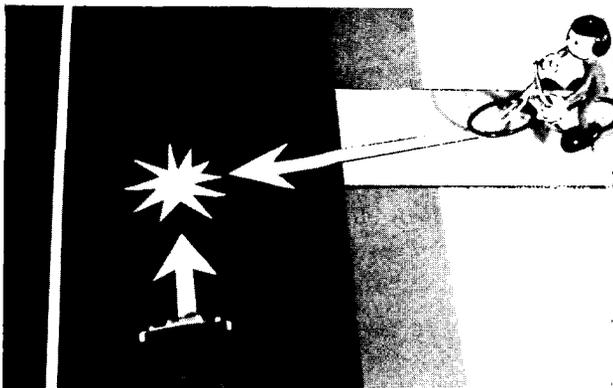
. . . a bicyclist was riding on the sidewalk, turned at a driveway, rode down the driveway and out into the street. The picture shows two possible impact points.

45

6. Cyclist Entered Road From Residential Driveway or Alley

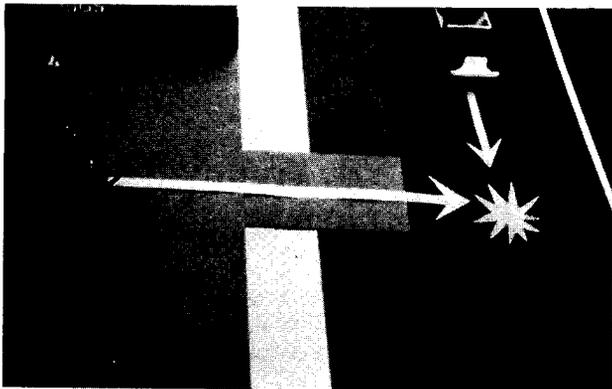
The sixth alternative, "Bicyclist Entered Road From Residential Driveway or Alley," is similar to the previous statement except that the bicyclist was not riding on the sidewalk prior to riding down the driveway into the street.

46



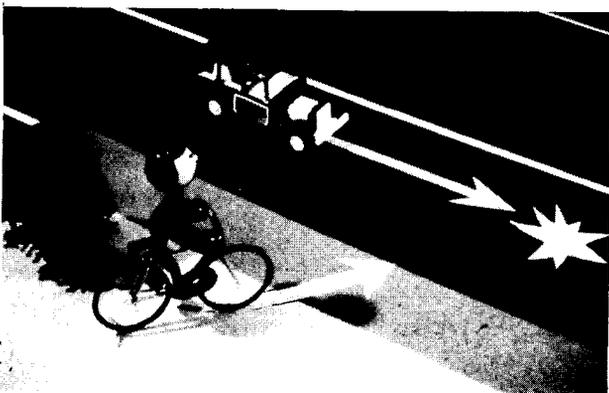
The bicyclist just rode out of the driveway and into the path of an approaching vehicle without stopping and yielding.

47



The seventh alternative reads, "Bicyclist Entered Road From a Commercial Driveway," this differs from the previous code only in that the bicyclist rode out from a commercial, as opposed to a residential, driveway.

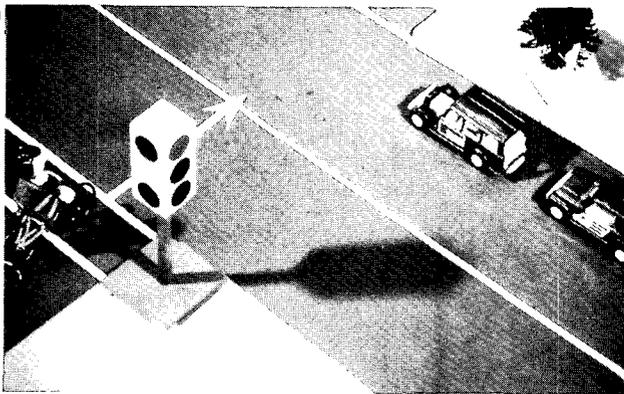
48



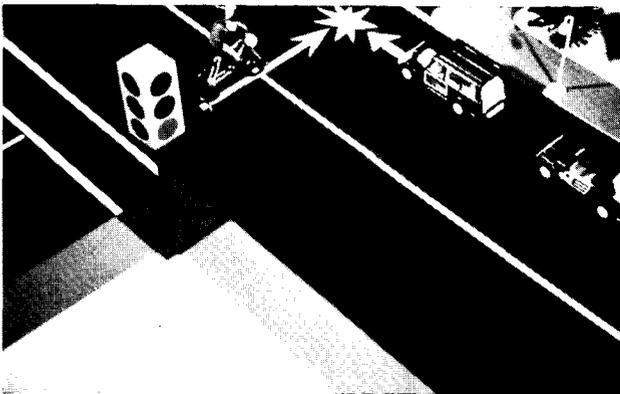
The eighth alternative, "Bicyclist Entering the Road Over Curb or Shoulder," is used when a bicyclist entered the road at a location which did not have driveway access. For this code to apply the bicyclist has to have come from off the side of the road at a midblock location.

9. Cyclist Did Not Clear Intersection Before Light Turned Green for Cross Traffic

The final operator action is "Bicyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic."



This involves a bicyclist who entered an intersection on a yellow light, or at the end of the green phase.

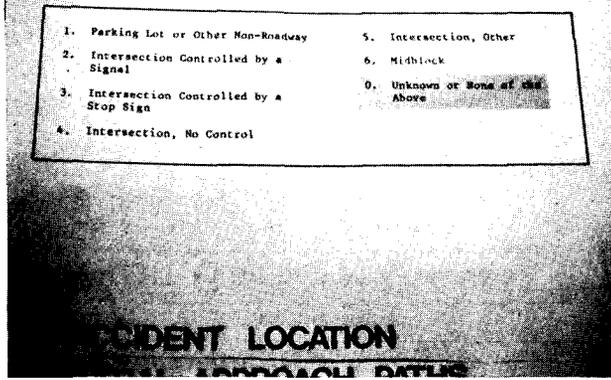


As the bicyclist proceeded across the intersection, the light changed to red for cyclist, green for cross traffic. The cross traffic accelerated forward, striking the bicyclist who was still in the intersection.

<input type="checkbox"/>	1. Cyclist Attempted to Avoid of Driveway	<input type="checkbox"/>	6. Cyclist Entered Road From Residential Driveway or Alley
<input type="checkbox"/>	2. Cyclist Entered Road Over Curb or Shoulder (Midblock)	<input type="checkbox"/>	7. Cyclist Entered Road From a Commercial Driveway
<input type="checkbox"/>	3. Cyclist Entered Road Over Curb or Shoulder (Midblock)	<input type="checkbox"/>	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
<input type="checkbox"/>	4. Cyclist Entered Road Over Curb or Shoulder (Midblock)	<input type="checkbox"/>	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
<input checked="" type="checkbox"/>	5. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic	<input type="checkbox"/>	0. Unknown or None of the Above

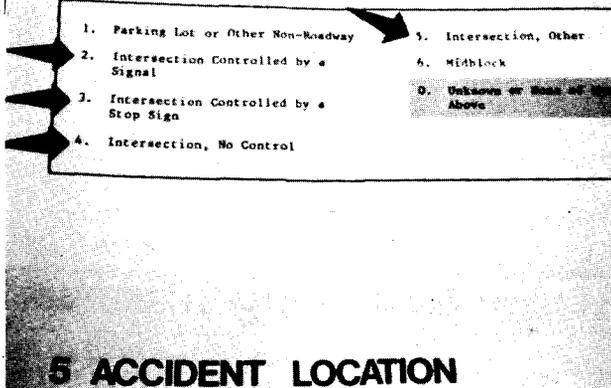
The "Unknown or None of the Above" choice is not shaded, and can be used freely if none of the listed operator's actions fit the report.

53



The fifth statement, "Accident Location," is the location of the point of impact between the two vehicles.

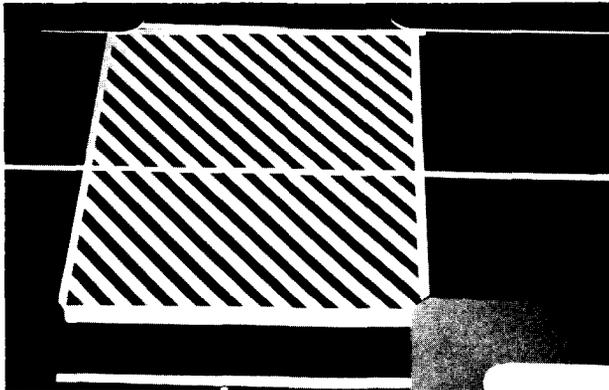
54



The first alternative, "Parking Lot or Other Non-Roadway Location," is to be used when the point of impact was not in the road.

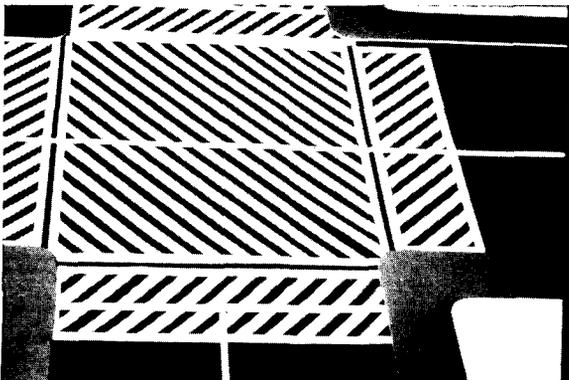
The next four alternatives involve an accident which occurred at an intersection.

55



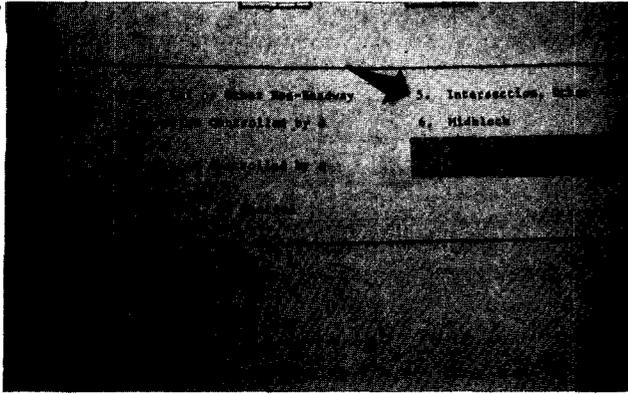
If the point of impact is on the road within the center of an intersection, that is, anywhere in the shaded area, you would use one of the intersection codes.

56



Also, if the accident occurred in a marked or unmarked crosswalk, an intersection code would be used.

57



Before you use an intersection code, you will have to determine from the accident report if the intersection was controlled by a signal (Code 2), stop sign (Code 3), or nothing at all (Code 4). Code 5, "Intersection Other," is used for yield signs, other control devices, or if you cannot tell from the report what kind of control this intersection had.

58



If the point of impact is outside of the crosswalk, then the code to use is Code 6 "Midblock," even if the accident occurred only a few feet outside of a crosswalk.

59

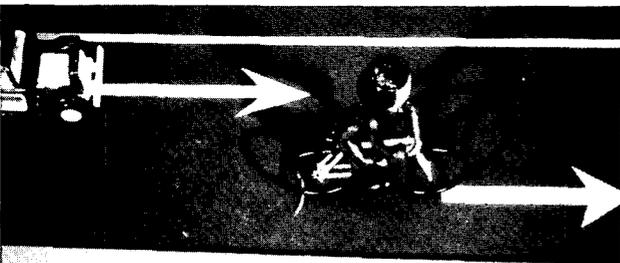
PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	
6. Unknown or None of the Above	

INITIAL APPROACH PATHS

The sixth statement, "Initial Approach Paths," involves the paths the motor vehicle and bicycle were on as they approached the point of impact. As you see the statement is subdivided into three alternatives that involve parallel paths, two that involve crossing paths and the "Unknown or None of the Above" alternative.

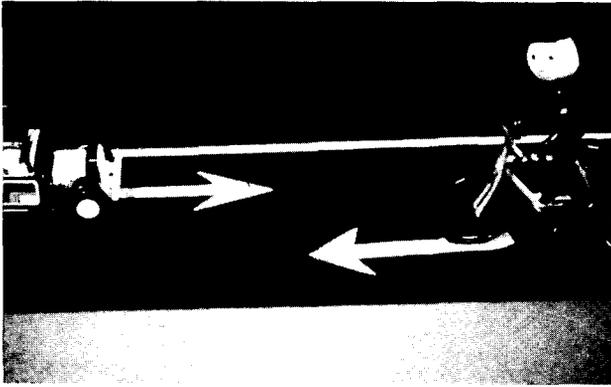
Note that the "Unknown or None of the Above" alternative is shaded indicating that you should use it only as a last resort.

60



If the motorist and bicyclist were both heading in the same direction, their paths would be considered parallel.

61



If the motorist and bicyclist were heading in opposite directions, facing each other as they approached, their paths would also be considered parallel.

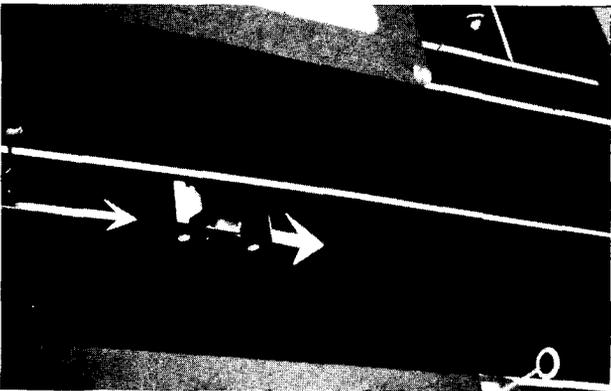
62

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	
6. Unknown or None of the Above	

If you decide the paths are parallel and the operators were moving in the same direction, then you have to decide which of the operators was overtaking the other.

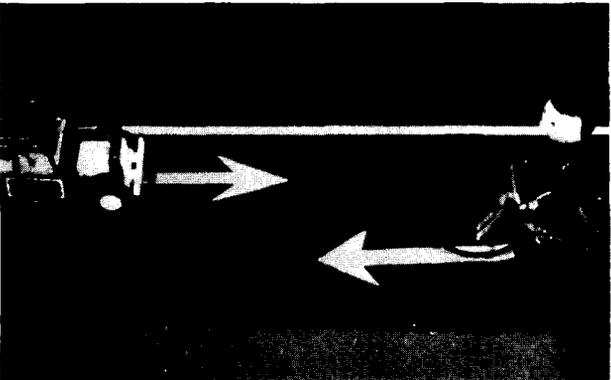
6 INITIAL APPROACH PATHS

63



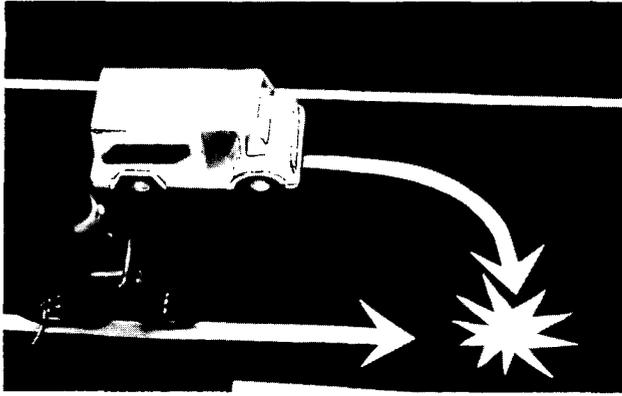
When both operators are heading in the same direction, the operator approaching from the rear, and moving faster, is considered overtaking. The overtaking vehicle won't always be the motor vehicle. In urban areas particularly, it is common for bicyclists to overtake slow or stopped motorists.

64



Of course, if their approach paths are parallel and head-on, then Code 3 "Parallel Paths - Facing Approach" would be used.

65



You should not consider turns when determining the initial approach paths. For example, these paths are considered parallel because the operators were initially on parallel paths.

66

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	
6. Unknown or None of the Above	

6 INITIAL APPROACH PATHS
7 & 8 OPERATOR ERROR

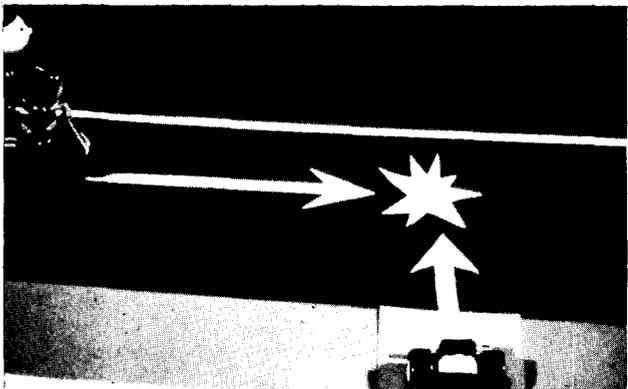
The next two alternatives under "Initial Approach Paths," involve those paths that are crossing, with either the bicyclist or the motorist having the right-of-way. If the initial paths were intersecting at a right angle or any other angle, the paths are considered crossing.

67

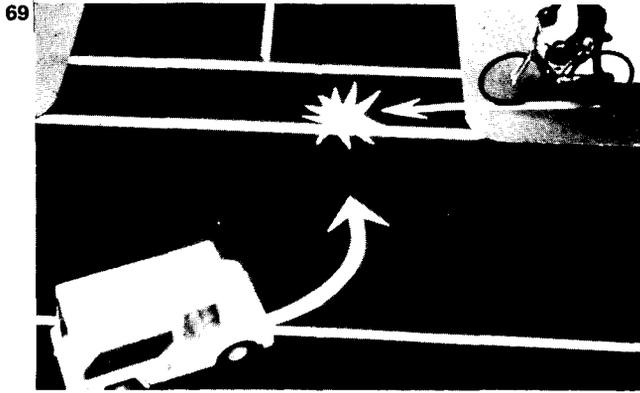


Once you have decided the paths were crossing, you must determine which operator had the right-of-way. If one operator was at a stop sign or red light, then the other operator had the right-of-way. The truck has the right-of-way in this case.

68

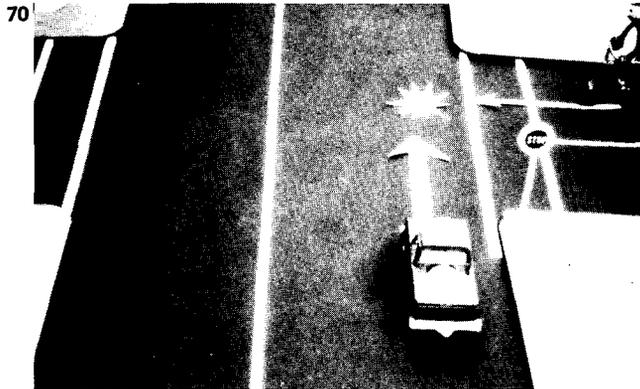


If an operator was entering the road from a driveway or alley, the right-of-way belongs to the operator already on the street. The bicycle would have the right-of-way on this picture, so we would use alternative four, "Crossing Paths, Bicyclist Right-of-Way" to code this situation.



Test yourself on this frame and the next to see if you understand the idea of initial approach paths. The answers are at the bottom of the page.

How would you code this initial approach path?

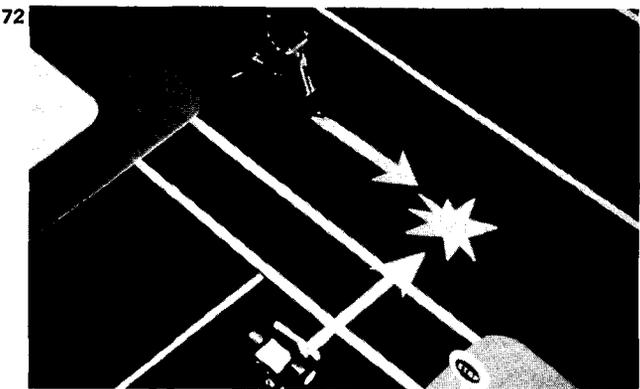


What initial path code would you use in this case?

71

7 MOTORIST ERROR	
1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Standing Traffic	8. Failed to Detect Cyclist, Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Cut Corner on Left Turn	
8 CYCLIST ERROR	
1. Ran Sign or Signal	5. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Cut Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	

The remaining two CAT Statements, seven and eight, involve errors or violations that either the motorist or the bicyclist made. Again, these statements are on the same page because several of the alternatives are the same under both statements.



For example, if either operator fails to obey a traffic control, such as a stop sign or a red signal, the "Ran Sign or Signal" alternative, Code 1 under each statement, would be used. In the situation pictured, Code 1 would be indicated for statement seven "Motorist Error."

The answers are: Frame 69 -- Code 3 "Parallel Paths, Facing Approach." Frame 70 -- Code 4 "Crossing Paths, Bicyclist Right-of-Way."

73

7 MOTORIST ERROR

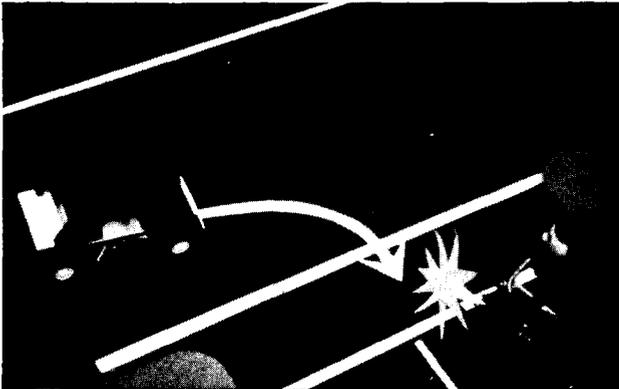
- | | |
|--|---|
| 1. Ran Sign or Signal | 6. Driving on Wrong Side of the Street |
| 2. Misjudged Passing Space | 7. Lost Control |
| 3. Failed to Detect Cyclist--Stopped or Standing Traffic | 8. Failed to Detect Cyclist, Other Reason |
| 4. Swing Wide on Right Turn | 0. Unknown or None of the Above |
| 5. Cut Corner on Left Turn | |

8 CYCLIST ERROR

- | | |
|-----------------------------|-----------------------------------|
| 1. Ran Sign or Signal | 5. Riding on Wrong Side of Street |
| 2. Swing Wide on Right Turn | 6. Lost Control of Cycle |
| 3. Cut Corner on Left Turn | |

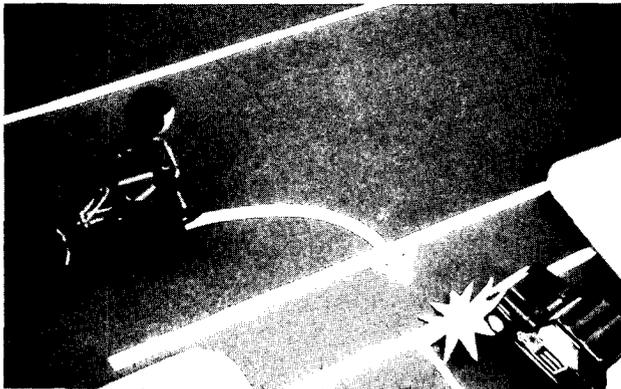
"Swing Wide on Right Turn" is an error either the motorist or the bicyclist could make and is, therefore, found under both headings.

74



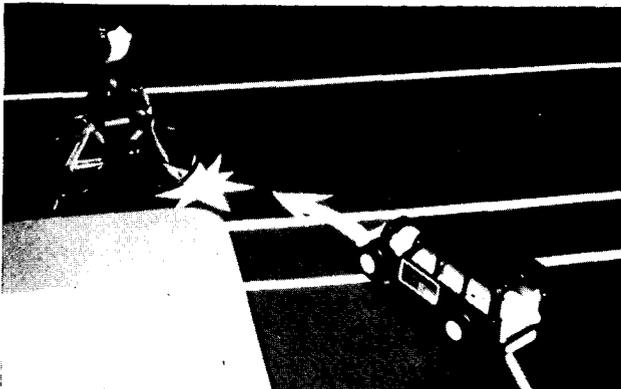
The code is used when an operator, the motorist in this case, . . .

75



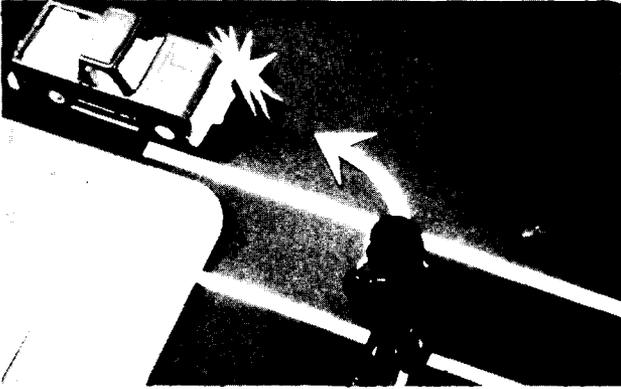
. . . or the bicyclist makes a wide right turn causing the collision.

76



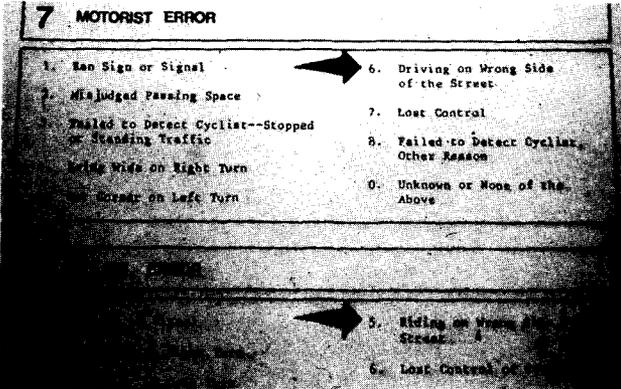
Similarly, the alternative "Cut Corner on a Left Turn" can involve a motorist who when making a left turn, turns too soon, cutting into the oncoming lane . . .

77



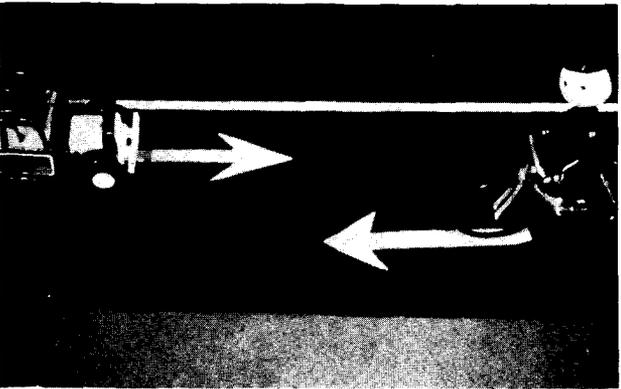
. . . or a bicyclist who does the same thing.

78



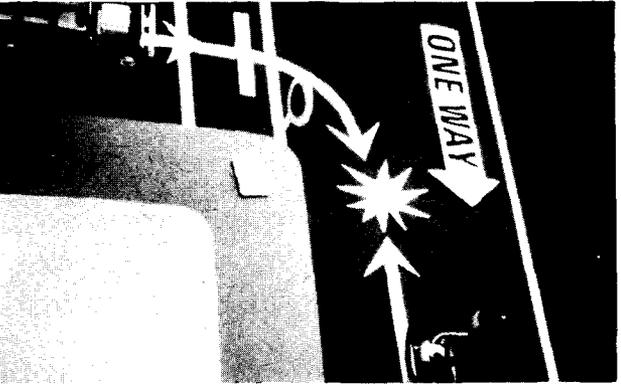
The "Riding, (Driving), on the Wrong Side of the Street" alternative means that the motorist or bicyclist was on the wrong side of the street.

79



That is, he/she was on the left rather than the right side, or . . .

80



. . . in the case of a one-way street, the operator was going the wrong way.

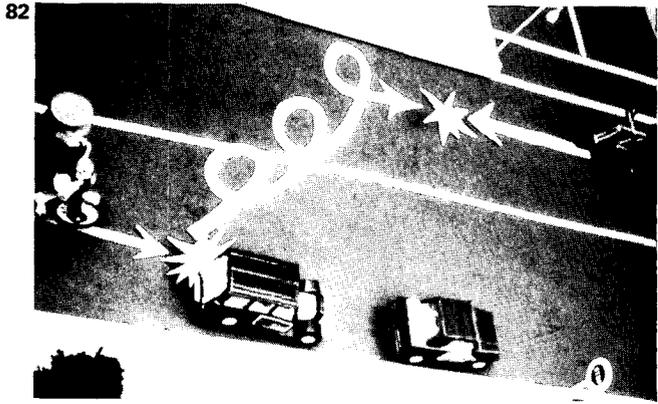
81 | 7 MOTORIST ERROR

- | | |
|--|---|
| 1. Ran Sign or Signal | 6. Driving on Wrong Side of the Street |
| 2. Misjudged Passing Space | 7. Lost Control |
| 3. Failed to Detect Cyclist--Stopped or Standing Traffic | 8. Failed to Detect Cyclist, Other Reason |
| 4. Swing Wide on Right Turn | 0. Unknown or None of the Above |
| 5. Cut Corner on Left Turn | |

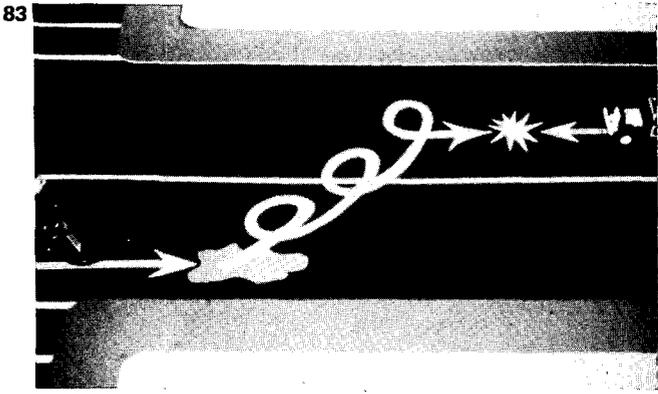
8 CYCLIST ERROR

- | | |
|-----------------------------|-----------------------------------|
| 1. Ran Sign or Signal | 5. Riding on Wrong Side of Street |
| 2. Swing Wide on Right Turn | 6. Lost Control of Cycle |

The "Lost Control" codes are to be used if either operator is reported to have lost control because of mechanical failure, road conditions, prior collision, operator impairment, or operator error.



In order to apply, the loss-of-control had to precede the accident and cause it to happen. In the example shown, the motorcycle hits a parked car, goes out of control and collides with the bicycle. If a bicycle was struck by a car and went out of control as a result of the collision, the loss-of-control did not contribute to the occurrence of the accident and this code should not be used.



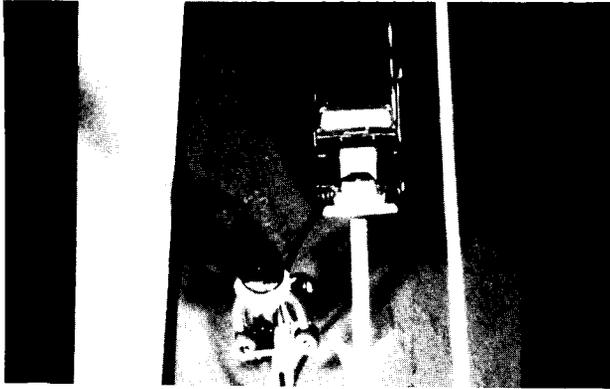
In this example, a bicycle hit a pot hole and the rider lost control, striking a vehicle. The "Cyclist Error, Lost Control of Cycle" alternative applies.

84

- | | |
|--|---|
| 7 MOTORIST ERROR | |
| 1. Ran Sign or Signal | 6. Driving on Wrong Side of the Street |
| 2. Misjudged Passing Space | 7. Lost Control |
| 3. Failed to Detect Cyclist--Stopped or Standing Traffic | 8. Failed to Detect Cyclist, Other Reason |
| 4. Swing Wide on Right Turn | 0. Unknown or None of the Above |
| 5. Cut Corner on Left Turn | |
| 8 CYCLIST ERROR | |
| 1. Ran Sign or Signal | 5. Riding on Wrong Side of Street |
| 2. Swing Wide on Right Turn | 6. Lost Control of Cycle |
| 3. Cut Corner on Left Turn | 0. Unknown or None of the Above |
| 4. Struck a Parked Vehicle | |

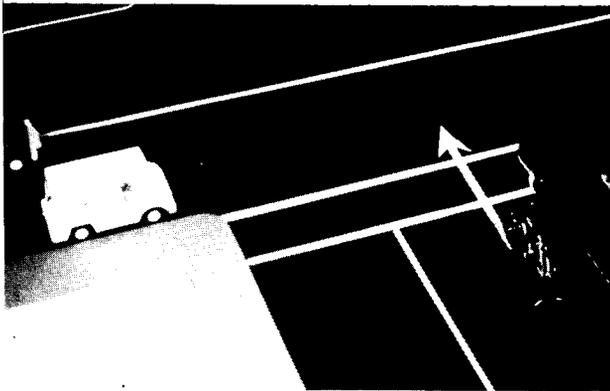
There are three alternatives, codes 2, 3, and 8, that only occur under the "Motorist Error" statement. Let's review them.

85



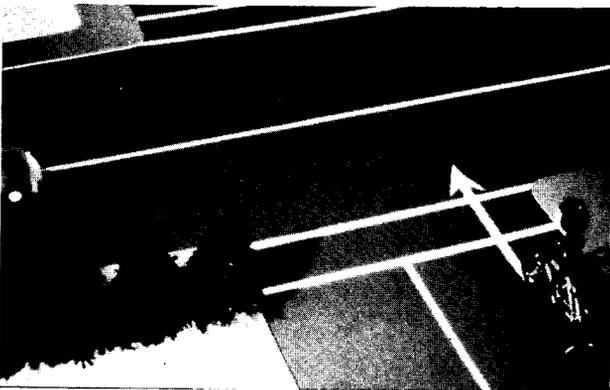
The "Misjudged Passing Space" alternative is a situation in which a motorist does not allow enough space to overtake and pass a bicyclist or the motorist pulls in too soon after passing. This motorist error typically involves a bicyclist being struck by the right side of a vehicle or by the right side mirror.

86



Code 3, "Failed to Detect Cyclist -- Stopped/Standing Traffic," is used where traffic--stopped or standing, but not parked--blocks the motorist's view of the cyclist. In some cases, a vehicle, the truck in this picture will wait for the bicyclist but will block the view of a vehicle in another lane which continues into the intersection striking the bicyclist. Code 3 is used in cases like this.

87



Code 8, "Failed to Detect Cyclist, Other Reason," will be used whenever the report indicates that the motorist's vision was blocked by other physical obstructions. This includes shrubs as shown here, buildings, or parked cars.

88

use FAILED TO DETECT CYCLIST, OTHER REASON:

- physical obstructions (not stopped/standing traffic)
- darkness — no bike light
- motorist inattention
- motorist under the influence

In addition to physical obstructions, you will also use Code 8 where the report indicates that the motorist failed to detect the cyclist due to:

- darkness and no light on the bike
- motorist inattention or carelessness
- the motorist's having been drinking or under the influence of drugs.

89

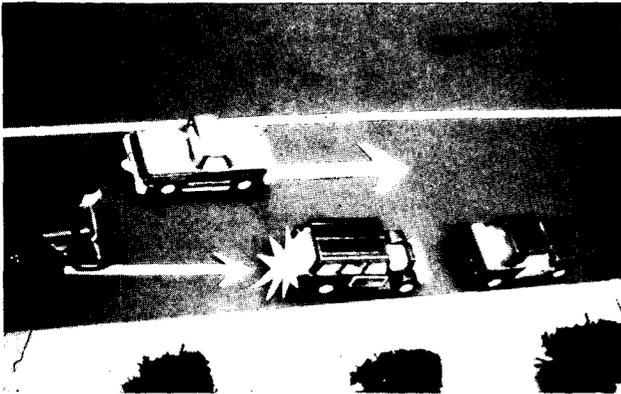
1. Saw Sign or Signal	5. Driving on Wrong Side of the Street
2. Misjudged Waiting Space	6. Failed to Signal Cyclist - Stopped or Stopping Traffic
3. Failed to Signal Cyclist - Stopped or Stopping Traffic	7. Lost Control
4. Drove Wide on Right Turn	8. Failed to Signal Cyclist - Other Reason
5. Out Corner on Left Turn	9. Unknown or None of the Above

8 CYCLIST ERROR	
1. Saw Sign or Signal	5. Riding on Wrong Side of Street
2. Drove Wide on Right Turn	6. Lost Control of Cycle
3. Out Corner on Left Turn	9. Unknown or None of the Above
4. Struck a Parked Vehicle	

7 & 8 OPERATOR ERROR

There is one alternative, Code 4, "Struck a Parked Vehicle," that only occurs under the "Cyclist Error" statement.

90



This code is to be used if a bike collided with an empty parked vehicle. Do not use this code if a bike hit a stopped or standing vehicle with a driver inside.

91

Now that we've reviewed all the codes on the form, we'll go through the coding procedure for an accident. Turn to the first report in the Practice Cases Booklet, and read through the information on the accident report.

[STOP, read through Report Number 1, then CONTINUE.]

92

The first page of the report contains the time and location of the accident along with the names of the involved parties. Since we are using real accidents, we have blocked out certain information to preserve confidentiality. From the first page, we note that the accident happened at 2:10 p.m. (that is, during daylight) at the intersection of Cloverlawn Avenue and Carlton Drive. Shrubs are noted as an obstruction to view.

97

- * 1. Motorist or Cyclist Intentionally Caused the Accident
- * 2. Officer Indicated No Accident Occurred
- * 3. Accident Did Not Involve a Cyclist
- * 4. Cyclist Was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)
- * 5. Cyclist Was Struck by Falling Cargo
- 0. Unknown or None of the Above.

If you select any of these alternatives, you are done coding the report.

EXCEPTIONS

Now that we have a basic understanding as to how the accident occurred, we turn to the CAT statements and begin with the "Exceptions" statement.

The first alternative is "Motorist or Bicyclist Intentionally Caused the Accident." Although the bicyclist ran a stop sign, we have no evidence that the bicyclist was attempting to be hit, so we continue.

98

ROAD SURFACE	1	TYPE
None		
Orange Memorial Hospital		
None		
None		

"Officer Indicated No Accident Occurred" also does not apply. The officer does indicate that an accident occurred. The bicyclist was injured and went to the hospital by ambulance, so we would not use this alternative.

99

3. Accident Did Not Involve a Cyclist

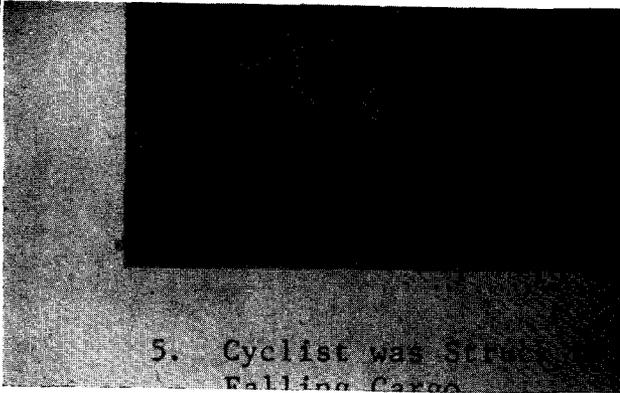
The third alternative, "Accident Did Not Involve a Bicyclist," is eliminated by referring to the first page of the report.

100 far center

AR	MAKE	TYPE (Sedan, Truck)
Ink.	Roadmaster	Bicycle
of		
cle		
age		Damage Scale
# OF INSURANCE (Liability Only)		
IER (Print or type FULL name)		

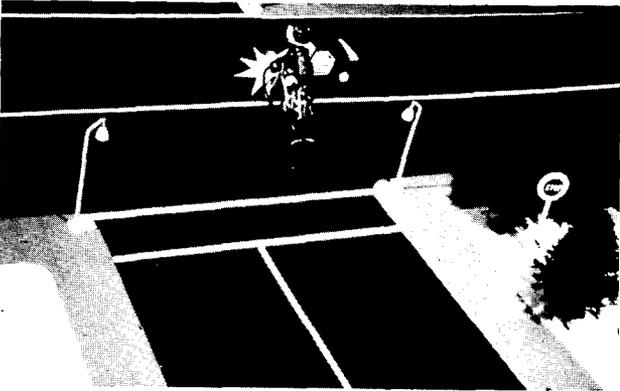
The type of vehicle is listed as a bicycle.

101



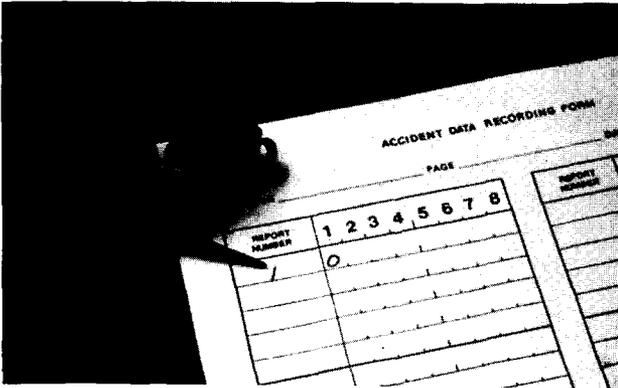
That information also eliminates the fourth heading, "The Bicyclist was Riding a Child's Vehicle, such as a Big Wheel Type Vehicle, Tricycle or Bicycle With Training Wheels."

102



The final alternative, "Bicyclist Was Struck by Falling Cargo," also does not apply, because both the diagram and the narrative indicate that the bicyclist was struck by the front of the vehicle.

103



Since none of the specific alternatives apply, we use the zero (0) "Unknown or None of the Above" alternative. The code zero (0) is written on the data recording form.

104

2 MOTORIST PRIMARY MOTION

1. Backing	4. Turning Left
2. Stopped, or Standing	5. Turning Right
3. Going Forward	6. Unknown or None of the Above

3 CYCLIST PRIMARY MOTION

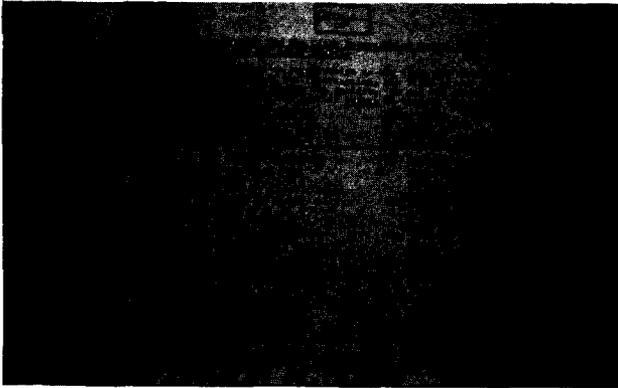
1. Stopped or Standing, No Direction	4. Turning Right
2. Going Forward	6. Unknown or None of the Above
3. Turning Left	

4 PRIMARY MOTION

We continue to the second statement, "Motorist Primary Motion."

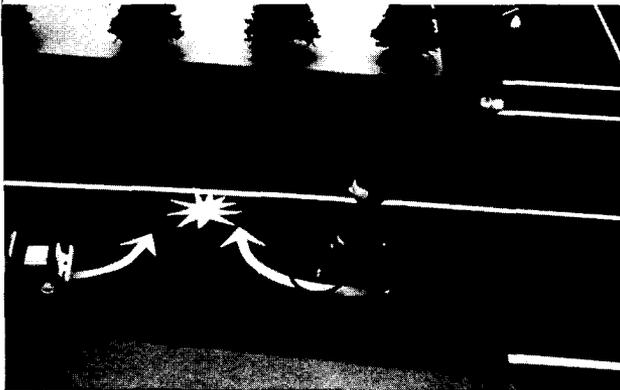
The first choice, "Backing," is not suggested anywhere on the police report.

109



The fourth statement, "Operator Actions," is to be determined next.

110



The first alternative, "Motorist and Bicyclist Attempted Evasive Action Which Were Counteractive," does not apply. Neither of the operators was noted to have attempted evasive actions such as that shown here.

111

the cycle had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counteractive	4. Cyclist Entered Road From Residential Driveway or Alley
2. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
5. Cyclist on Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

The second alternative, "Bicyclist Attempted to Avoid Obstruction in Path," does not apply to this report. The bicyclist is not shown swerving, nor was the path described as obstructed.

112

the cycle had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counteractive	5. Cyclist Entered Road From Residential Driveway or Alley
2. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
5. Cyclist on Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

Alternatives three through eight do not apply to this situation, as both operators were already on the street, not entering the roadway from on-street parking, an alley or driveway, or over a curb.

113

When cyclist had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

- | | |
|--|--|
| 1. Motorist and Cyclist Attempted Evasive Actions Which Were Counteractive | 6. Cyclist Entered Road From Residential Driveway or Alley |
| 2. Cyclist Attempted to Avoid Obstruction | 7. Cyclist Entered Road From a Commercial Driveway |
| 3. Motorist Drove Out of Driveway or Alley | 8. Cyclist Entered Road Over Curb or Shoulder (Midblock) |
| 4. Motorist Exited or Entered On-Street Parking | 9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic |
| 5. Cyclist on Sidewalk Entered Road From Driveway | 0. Unknown or None of the Above |

4 OPERATOR ACTIONS

Finally, the last action, "Bicyclist Did not Clear Intersection Before Light Turned Green for Other Traffic," does not apply because this intersection is controlled by a stop sign.

114

ACCIDENT DATA RECORDING FORM

CODER _____ PAGE _____

REPORT NUMBER	1	2	3	4	5	6	7	8	REPORT NUMBER
1	0	3	2	0					

As none of the specific operator actions apply, the code zero (0) should be used. It is written into the appropriate space on the data recording form.

115

- | | |
|--|-----------------------------|
| 1. Parking Lot or Other Non-Roadway | 5. Intersection, Other |
| 2. Intersection Controlled by a Signal | 6. Midblock |
| 3. Intersection Controlled by a Stop Sign | 0. Unknown or None of Above |
| 4. Intersection, No Control. | |

5 ACCIDENT LOCATION

On to the next heading: "Accident Location." This accident occurred at an intersection with a stop sign, so we read down the list of alternatives until we reach alternative three which is the first one that applies. Code 3 should be recorded on the data form.

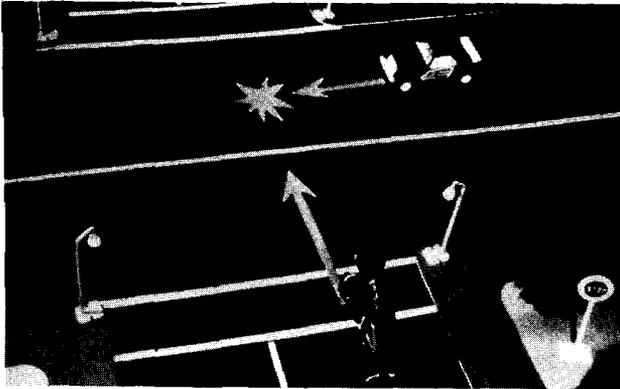
116

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	
0. Unknown or None of the Above	

6 INITIAL APPROACH PATHS

The next heading is "Initial Approach Paths." First, we decide if the paths were parallel or crossing.

117



This report is pretty straightforward, we should agree that the paths are crossing.

118

PARALLEL PATHS	CROSSING PATHS
<ul style="list-style-type: none"> 1. Same Direction, <u>Cyclist</u> Overtaking 2. Same Direction, <u>Motorist</u> Overtaking 3. Facing Approach 	<ul style="list-style-type: none"> 4. Cyclist Right-of-Way 5. Motorist Right-of-Way
0. Unknown or None of the Above	

Given that the paths were crossing, we must decide who had the right-of-way. Since the cyclist had a stop sign, the motorist had the right-of-way. So we choose Code 5, "Crossing Paths, Motorist Right-of-Way."

119

ACCIDENT DATA RECORDING FORM

CODE # _____ PAGE _____ DATE _____

REPORT NUMBER	1	2	3	4	5	6	7	8	REPORT NUMBER	1
1	0	3	2	0	3	5				

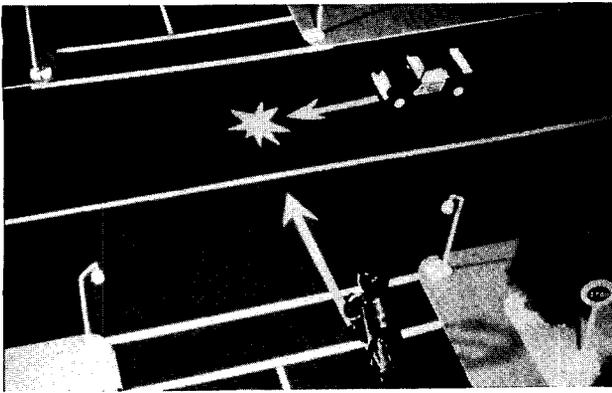
We record a five on the recording form and . . .

120

7 MOTORIST ERROR	
<ul style="list-style-type: none"> 1. Ran Sign or Signal 2. Misjudged Passing Space 3. Failed to Detect Cyclist--Stopped or Stopping Traffic 4. Swing Wide on Right Turn 5. Out Corner on Left Turn 	<ul style="list-style-type: none"> 6. Driving on Wrong Side of the Street 7. Lost Control 8. Failed to Detect Cyclist, Other Reason 0. Unknown or None of the Above
8 CYCLIST ERROR	
<ul style="list-style-type: none"> 1. Ran Sign or Signal 2. Swing Wide on Right Turn 3. Out Corner on Left Turn 4. Struck a Parked Vehicle 	<ul style="list-style-type: none"> 5. Riding on Wrong Side of Street 6. Lost Control of Cycle 0. Unknown or None of the Above

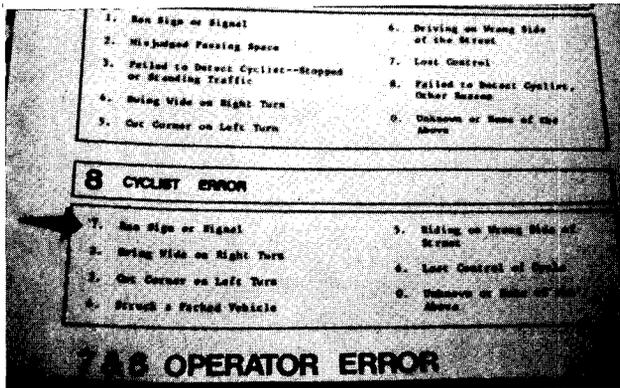
. . . continue on to statement number seven, "Motorist Error" and number eight "Cyclist Error." The report indicated that "Shrubs block view completely." This can be taken to mean that the motorist's view of the cyclist was obstructed, so we select Code 8 under "Motorist Error."

121



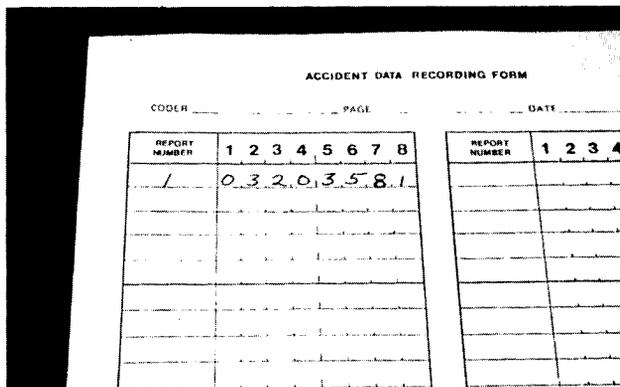
The bicyclist was cited for "Passing a Stop Sign."

122



We would call this "Ran Sign or Signal," and record Code 1 under "Cyclist Error."

123



The final code for report number one is 03203581, as shown.

124

CAT CODING PROCEDURE

- Read each statement **IN ORDER**.
- Refer to the supporting information above the statement.
- Select the **FIRST** alternative that fits the facts.
- Enter the code on the data form.

The procedure we just went through is the one you will use to code other accidents. As you code, remember to review the statements in order and use the first code under each statement which applies to the report. Avoid using the zero "Unknown or None of the Above" codes which are shaded.

When you have any questions concerning the applicability of a code, read the description of the alternative above the statement and review the definitions page.

FLORIDA TRAFFIC ACCIDENT REPORT
ROAD TO ACCIDENT RECORDS BUREAU DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES TALLAHASSEE, FLORIDA

DATE OF ACCIDENT: 10-21-75 DAY OF WEEK: Monday TIME OF ACCIDENT: 9:00 P

REPORTING OFFICER: [Redacted] TYPE OF REPORT: Typing Program Report # 2

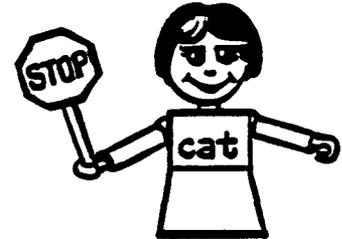
LOCATION: Honeyuckle Lane ROAD TYPE: []

ROAD NO.: 75 INTERSECTION: Holly Hill Lane

SECTION	DESCRIPTION	PLATE NO.	MAKE	MODEL	YEAR	TYPE	STATUS
VEHICLE	Passenger	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	Unknown

Now turn to report number two and code the report on your own.

[Enter the report number on your coding form, code the report using the above procedure, then STOP. Inform your supervisor that you have completed Section One. Please don't go on to Section Two until instructed to do so.]



SECTION TWO

SECTION TWO

126

ACCIDENT DATA RECORDING FORM

CODER _____ PAGE _____ DATE _____

REPORT NUMBER	1	2	3	4	5	6	7	8	REPORT NUMBER
1	0	3	2	0	3	5	8	1	1
2	0	4	2	0	6	1	8	5	

The codes for accident report number two should be 04206185, as shown.

Let's review the report and each of the codes.

127

FLORIDA TRAFFIC ACCIDENT REPORT
FORM TO ACCIDENT RECORDS BUREAU, DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TALLAHASSEE

DATE OF ACCIDENT: 3-31-75 → DAY OF WEEK: Monday TIME OF DAY: 9:00 P

LOCATION: Honeyuckle Lane (75 feet south of Holly Hill Lane)

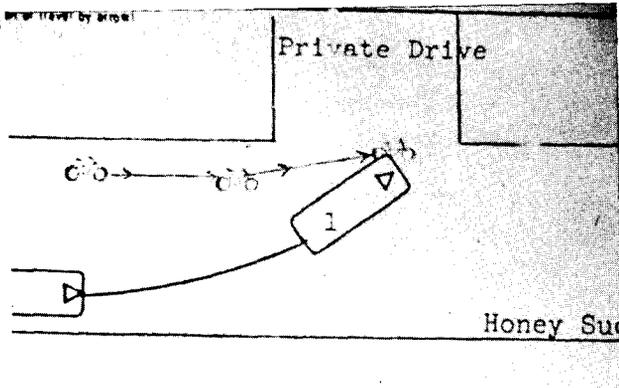
VEHICLE 1: 1969 Ford Coach, Driver: [Redacted]

VEHICLE 2: INA (Injury/No Accident)

REPORT NUMBER: 04206185

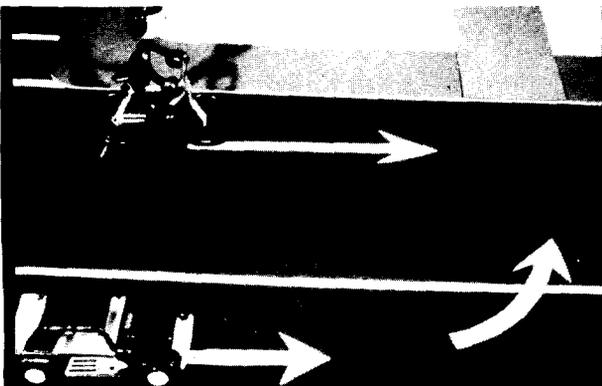
First, the police report indicates that the accident occurred 75 feet south of Holly Hill Lane on Honey-suckle Lane.

128



The narrative states that Vehicle Number One, the motor vehicle, made a left turn striking the bicycle, Vehicle Number Two, which was trying to pass. The diagram, as well as the box checked as "Making a Left Turn," support the narrative.

129



This is how the accident situation is modeled.

130

* 1. Motorist or Cyclist Intentionally Caused the Accident
 * 2. Officer Indicated No Accident Occurred
 * 3. Accident Did Not Involve a Cyclist
 * 4. Cyclist Was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)
 * 5. Cyclist Was Struck by Falling Cargo
 0. Unknown or None of the Above.

If you select any of these alternatives, you are done coding the report.

EXCEPTIONS

We begin coding with the "Exceptions" section. None of the exceptions listed apply to the accident, so we code "Unknown or None of the Above," recording a zero on the data form.

131

* WHAT VEHICLES WERE DOING BEFORE ACCIDENT

VEHICLE No. 1 was traveling Honey Suckle
 BICYCLIST was traveling Honey Suckle

Vehicle 1 2
 Going straight ahead
 Overtaking

* WHAT PEDESTRIAN WAS DOING

PEDESTRIAN was going Or into

Crossing at Intersection Stepped into path of Vehicle
 Crossing not at Intersection Standing in roadway
 Remaining in roadway with traffic Standing in safety zone

The "Motorist Primary Motion" was turning left, so we select Code 4, "Turning Left." The "Bicyclist Primary Motion" was proceeding straight, so we use Code 2, "Going Forward."

132

...the cyclist entered an intersection as the light was changing. Before the cycle had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counterproductive
 2. Cyclist Attempted to Avoid Obstruction
 3. Motorist Drove Out of Driveway or Alley
 4. Motorist Parked or Entered On-Street Parking
 5. Cyclist Sidewalk Entered Road From Driveway
 6. Cyclist Entered Road From Residential Driveway or Alley
 7. Cyclist Entered Road From a Commercial Driveway
 8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
 9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
 0. Unknown or None of the Above

4 OPERATOR ACTIONS

Proceeding down the alternatives under the "Operator Action" statement, we find no alternative that describes this accident, so we code "Unknown or None of the Above," . . .

133

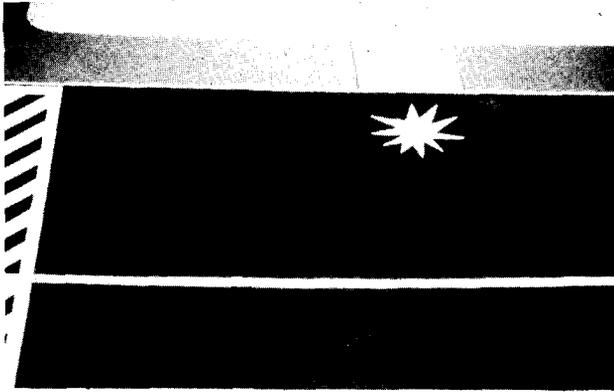
ACCIDENT DATA RECORDING FORM

PAGE

REPORT NUMBER	1	2	3	4	5	6	7	8	REPORT NUMBER
1	0	3	2	0	3	5	8	1	
2	0	4	2	0					

. . . recording a zero in the fourth column on the data recording form. So far, we have coded 0420.

134



The "Accident Location" was outside of an intersection, . . .

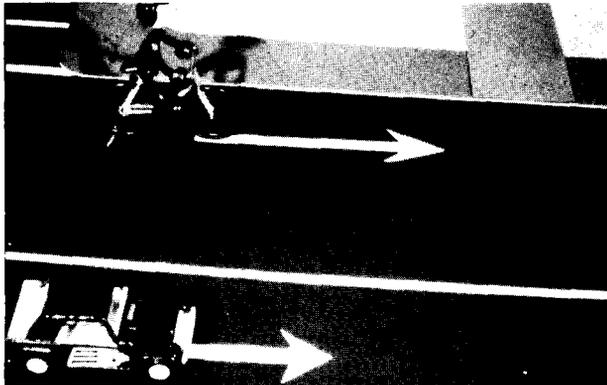
135

1. Parking Lot or Other Non-Roadway	5. Intersection, Other
2. Intersection Controlled by a Signal	6. Midblock
3. Intersection Controlled by a Stop Sign	0. Unknown or None of the Above
4. Intersection, No Control	

5 ACCIDENT LOCATION

. . . so we code "Midblock," recording a "6."

136



The "Initial Approach Paths" were parallel, same direction, with the bicyclist initially overtaking and attempting to pass the motorist, . . .

137

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	
0. Unknown or None of the Above	

6 INITIAL APPROACH PATHS

. . . which is a Code 1 "Parallel Paths, Same Direction, Cyclist Overtaking."

138

PROPERTY RECORD OF STATE USE

7 MOTORIST ERROR

1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Crossing Space	7. Lost Control
3. Failed to Detect Operator--Strapped or Stopping Traffic	8. Failed to Detect Cyclist, Other Motorist
4. Wrong Side on Right Turn	9. Delays or Stops of the Above
5. Out Street at Left Turn	

8 CYCLIST ERROR

1. Ran Sign or Signal	5. Riding on Wrong Side of Street
2. Wrong Side on Right Turn	6. Lost Control of Cycle
3. Out Street on Left Turn	7. Delays or Stops of the Above
4. Approached a Parked Vehicle	

The "Motorist Error" was eight-- "Failed to Detect Bicyclist, Other Reason." The report indicated that the accident happened in March at nine p.m.--so it was dark--and the bike was operating without a light.

The bicyclist was reported to have been riding on the wrong side of the street, so we record a five--"Riding on Wrong Side of the Street" under "Cyclist Error."

139

ACCIDENT DATA RECORDING FORM

CODER _____ PAGE _____

REPORT NUMBER	1	2	3	4	5	6	7	8	REPORT NUMBER
1	0	3	2	0	3	5	8	1	
2	0	4	2	0	6	1	8	5	

This completes the coding of practice case number two.

140

Always work through the statements and alternatives IN ORDER

Now that you have had a little practice using the Coder's Handbook, let's review the coding procedure. As we mentioned, the codes in the Handbook are arranged in precedence order. By that, we mean that the statements and alternatives are arranged in order such that the codes having low prevalence or more specific causes come first. For this reason, it is important to use the first code that applies. Never just skip down to a code without reviewing all the codes which precede it.

141

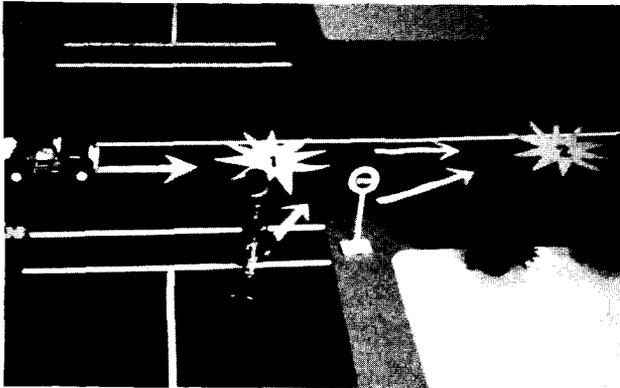
Refer to Explanations and Definitions frequently.

If there is a question on a code, look for an explanation of that phrase in the definitions and explanations sections of the Handbook.

PRIORITIES

- FIRST — OFFICERS CONCLUSIONS
- SECOND — WITNESS STATEMENTS
- THIRD — DRIVER OR BICYCLIST STATEMENTS

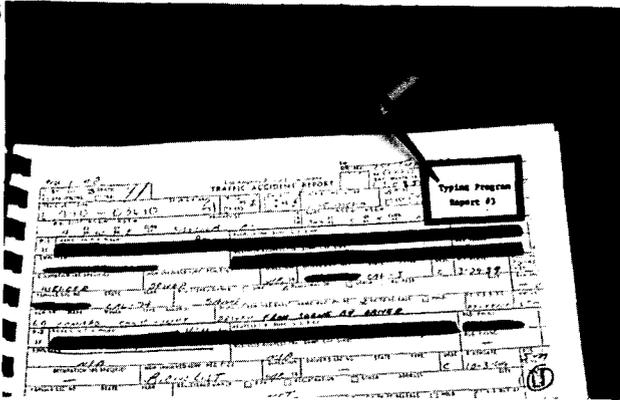
In accident coding, you will often be using your judgment to decide what happened, based on conflicting stories. To simplify this task, the sources of these stories have been ranked in importance. You should always give first priority to the officer's conclusions or opinions, second consideration to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



Another judgment you are called upon to make is whether the vehicles' paths were parallel or crossing. Normally, any turns which immediately precede the accident are not considered in determining initial approach paths. If, however, a turn was made some distance prior to the point of impact, you will have to decide whether or not the operator was still completing the turn at the time of the accident. If so, the paths would be considered crossing--otherwise, they must be considered parallel. For example, vehicles colliding at point one would be considered to be on crossing paths, while a collision at point two would involve parallel paths.

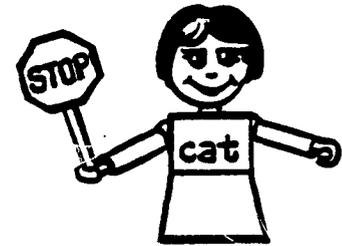
Diagrams are only examples.

Keep in mind that the diagrams in the Handbook are just sample situations which depict one way in which the accident could occur. The diagrams should only be used as an aid, as they do not represent all possible situations.



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

[Enter the report numbers on your coding form. Code the reports as before, then STOP. Inform your supervisor that you have completed Section Two. Please don't go on to Section Three until instructed to do so.]



SECTION THREE

SECTION THREE

146

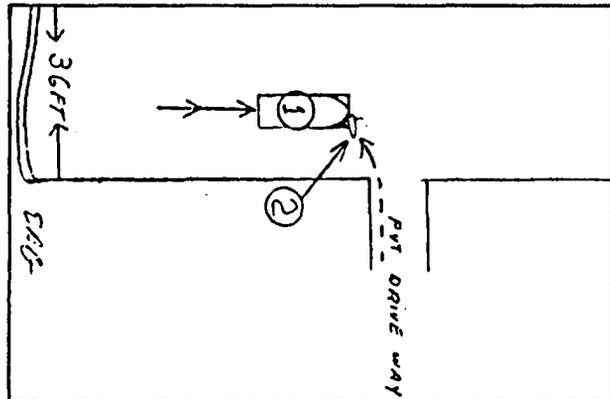
ACCIDENT DATA RECORDING FORM

PAGE _____ DATE _____

REPORT NUMBER	1	2	3	4	5	6	7	8
1	0	3	2	0	3	5	8	1
2	0	4	2	0	6	1	8	5
3	0	3	2	6	6	5	0	0
4	0	3	2	0	6	2	8	0

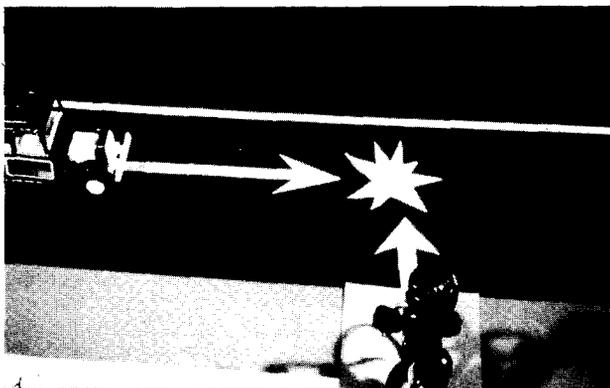
The codes for the third and fourth reports are 03266500 and 03206280, as shown.

147



For case number three the report diagram depicts a bicycle riding out of a private driveway.

148



The bicyclist rode into the path of a motor vehicle which was unable to stop in time to avoid a collision.

149

- * 1. Motorist or Cyclist Intentionally Caused the Accident
- * 2. Officer Indicated No Accident Occurred
- * 3. Accident did Not Involve a Cyclist
- * 4. Cyclist was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)
- * 5. Cyclist was Struck by Falling Cargo
- * 0. Unknown or None of the Above.

* If you select any of these alternatives, you are done coding the report.

1 EXCEPTIONS

Starting with the "Exceptions," we read down the statement list. None of them apply so we record code 0, "Unknown or None of the Above."

150

2 MOTORIST PRIMARY MOTION

1. Backing	4. Turning Left
2. Stopped, or Standing	5. Turning Right
3. Going Forward	

3 CYCLIST PRIMARY MOTION

1. Stopped or Standing, No Direction	4. Turning Right
2. Going Forward	
3. Turning Left	

2 & 3 PRIMARY MOTION

The "Motorist's Primary Motion" and the "Bicyclist's Primary Motion" were both "Going Forward."

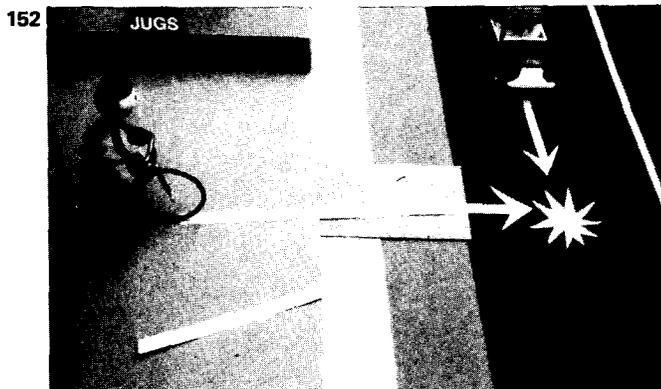
151

The cyclist entered an intersection as the light was changing. Before the cycle had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counterproductive	6. Cyclist Entered Road From Residential Driveway or Alley
2. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
5. Cyclist on Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

Under "Operator Actions," we would record a six - "Bicyclist Entered Road From Residential Driveway or Alley." The bicyclist rode out of a private drive, and it is the first description that fits this accident.



The code seven, "Bicyclist Entered Road From a Commercial Driveway," the next alternative is very similar to this one, differing only in that the bicyclist rode out of a commercial driveway as opposed to a residential driveway. In some cases, it may be difficult to determine if a driveway is residential or commercial. If a store or parking lot was depicted, use "Commercial Drive" (Code 7), while if just a house number or private drive was indicated, as in this report, use "residential."

153

1. Parking Lot or Other Non-Roadway	5. Intersection, Other
2. Intersection Controlled by a Signal	6. Midblock
3. Intersection Controlled by a Stop Sign	0. Unknown or None of the Above
4. Intersection, No Control	

5 ACCIDENT LOCATION

The "Accident Location" was not at an intersection, so we would use "Midblock," Code 6.

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking 2. Same Direction, <u>Motorist</u> Overtaking 3. Facing Approach	4. Cyclist Right-of-Way 5. Motorist Right-of-Way
6 INITIAL APPROACH PATHS	

"Initial Approach Paths" were crossing with motorist having the right-of-way. Because the bicyclist was entering the road from a driveway, it was the bicyclist's responsibility to stop and grant the right-of-way to the traffic already on the street. We record Code 5, "Crossing Paths, Motorist Right-of-Way."

7 MOTORIST ERROR	
1. Ran Sign or Signal 2. Misjudged Passing Space 3. Failed to Detect Cyclist—Stopped or Standing Traffic 4. Swing Wide on Right Turn 5. Cut Corner on Left Turn	6. Driving on Wrong Side of the Street 7. Lost Control 8. Failed to Detect Cyclist, Other Person 0. Unknown or None of the Above
8 CYCLIST ERROR	
1. Ran Sign or Signal 2. Swing Wide on Right Turn 3. Cut Corner on Left Turn 4. Struck a Parked Vehicle	5. Riding on Wrong Side of Street 6. Lost Control of Cycle 0. Unknown or None of the Above

The next two statements, "Motorist Error" and "Bicyclist Error" should both be coded as zero, "Unknown or None of the Above."

While the motorist did not detect the cyclist before the accident, there is no indication on the report that any of the factors required for the use of Code 8--darkness, physical obstruction, inattention or alcohol/drug involvement --were present. Therefore, this code could not be used.

Although the bicyclist certainly should have stopped before entering the street, there are no errors that specifically apply to this accident, so we use code 0 under "Cyclist Error."

This completes accident number three; on to number four.

This accident involved a motor vehicle overtaking a bicycle at 2:40 in the morning. The bicycle was specifically described as not having a light.

157 HOMICIDES INVESTIGATOR. 1100

*WHAT VEHICLES WERE DOING BEFORE ACCIDENT

VEHICLE No. 1 was traveling On SR 5

Bicycle

VEHICLE No. 2 was traveling On SR 5

Vehicle

1 2 Bicycle

Making right turn

Making left turn

Overtaking

*WHAT PEDESTRIAN WAS DOING

PEDESTRIAN was going Along

Across of into (Street no)

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

158

- * 1. Motorist or Cyclist Intentionally Caused the Accident
- * 2. Officer Indicated No Accident Occurred
- * 3. Accident Did Not Involve a Cyclist
- * 4. Cyclist Was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)
- * 5. Cyclist Was Struck by Falling Cargo
- 0. Unknown or None of the Above.

...any of these alternatives, you are done coding the

We begin with the "Exceptions," asking ourselves if the motorist or the bicyclist intentionally caused the accident, if an accident occurred, if a "bicycle" or "tricycle" was involved, and if the bicyclist was struck by falling cargo. Since none of these exceptions apply, we use Code 0, "Unknown or None of the Above."

159

2 MOTORIST PRIMARY MOTION

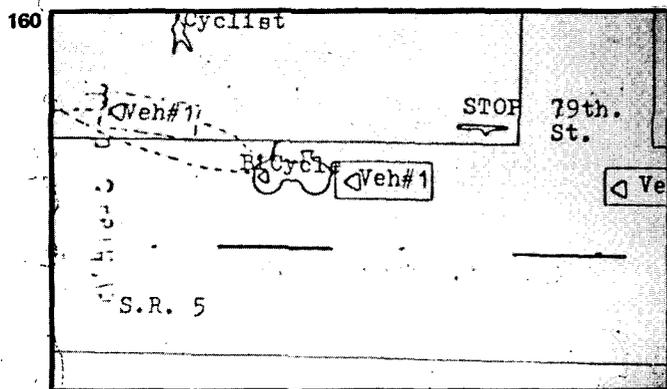
1. Backing	4. Turning Left
2. Stopped, or Standing	5. Turning Right
3. Going Forward	0. Unknown or None of the Above

3 CYCLIST PRIMARY MOTION

1. Stopped or Standing, No Direction	4. Turning Right
2. Going Forward	0. Unknown or None of the Above
3. Turning Left	

2&3 PRIMARY MOTION

Both the motorist and the bicyclist were reported to have been "Going Straight Ahead," so we would code "Going Forward" for both the motorist primary motion and the bicyclist's primary motion.



The accident resulted as a motorist overtook and struck a bicyclist.

161

The cyclist entered an intersection as the light was changing. Before the car had crossed the intersection, the light turned green for cross traffic which struck the cyclist. Do not use this code if the light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Maneuvers Which Were Counterproductive	6. Cyclist Entered Road From Residential Driveway or Alley
7. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection before Light Turned Green for Other Traffic
5. Cyclist or Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

None of the listed "Operator Actions" describe this situation, so we Code 0--"Unknown or None of the Above."

162

7-4-75 Friday

COUNTY Monroe CITY

IF ACCIDENT WAS OUTSIDE CITY LIMITS INDICATE DISTANCE FROM NEAREST TOWN

ROAD ON WHICH ACCIDENT OCCURRED SR 5

IS ENGINEERING STUDY NEEDED (If so explain) No

The "Accident Location" is 30 feet north of an intersection which we would code as six, "Midblock."

163

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, Cyclist Overtaking	4. Cyclist Right-of-Way
2. Same Direction, Motorist Overtaking	5. Motorist Right-of-Way
3. Facing Approach	

6 INITIAL APPROACH PATHS

The "Initial Approach Paths" were parallel as both parties were heading in the same direction, north. Since the motorist overtook and struck the cyclist from the rear, we would code number two, "Parallel Path, Motorist Overtaking."

164

7 MOTORIST ERROR

1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Standing Traffic	8. Failed to Detect Cyclist, Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Cut Corner on Left Turn	

8 CYCLIST ERROR

1. Ran Sign or Signal	5. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Cut Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	

Under "Motorist Error," we would use "Failed to Detect Bicyclist, Other Reason." The accident occurred in the darkness of 2:40 a.m., and the bicyclist was reported not to have had a light.

Although riding at night without a light is certainly a mistake, it is not listed among the alternatives under "Bicyclist Error," so we would code zero - "Unknown or None of the Above."

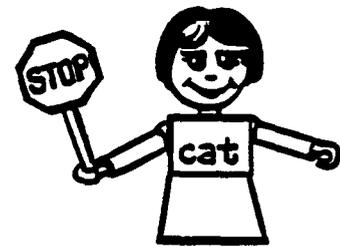
ACCIDENT DATA RECORDING FORM

PAGE _____ DA _____

REPORT NUMBER	1	2	3	4	5	6	7	8
1	0	3	2	0	3	5	8	1
2	0	4	2	0	6	1	8	5
3	0	3	2	6	5	0	0	
4	0	3	2	0	6	2	8	0

This code completes the fourth report. Now that you have coded two reports on your own, turn to report number five and code the next five reports.

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



SECTION FOUR

SECTION FOUR

166

ACCIDENT DATA RECORDING FORM

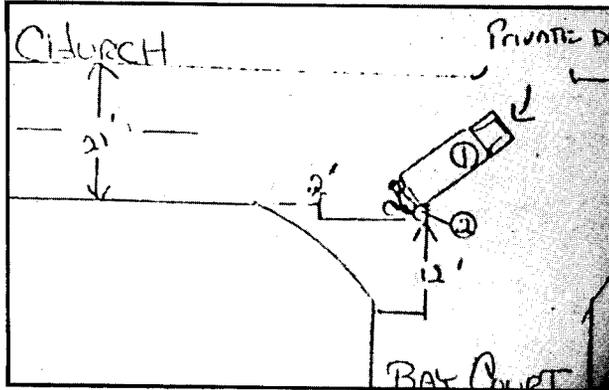
CODER: _____ PAGE: _____ DATE: _____

REPORT NUMBER	5	6	7	8
1	3	5	8	1
2	0	3	1	8
3	0	3	2	6
4	0	3	2	0
5	0	1	2	3
6	0	2	2	0
7	0	5	2	0
8	0	3	2	0
9	0	3	2	9

This slide shows the correct codes for reports five through nine. We will briefly review the five accident reports and their respective codes.

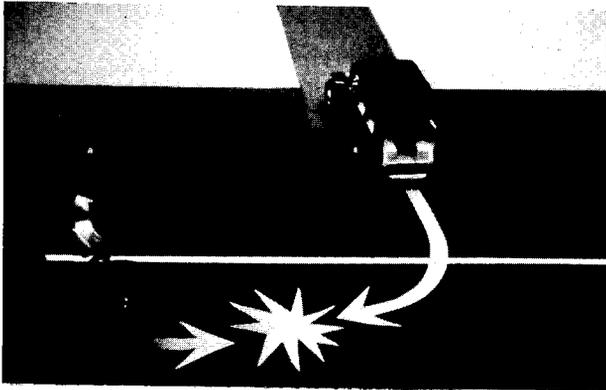
Code for report number five should be 01233480.

167



Report number five shows a car backing onto Church Street from a private drive into the path of a southbound bicycle.

168



The model of the situation looks like this.

169

* 1. Motorist or Cyclist Intentionally Caused the Accident

* 2. Officer Indicated No Accident Occurred

* 3. Accident Did Not Involve a Cyclist

* 4. Cyclist Was Riding a Child's Vehicle Such as a "Big Wheel" Type Vehicle, Tricycle or Bicycle With Training Wheels (Not Adult Tricycle)

* 5. Cyclist Was Struck by Falling Cargo

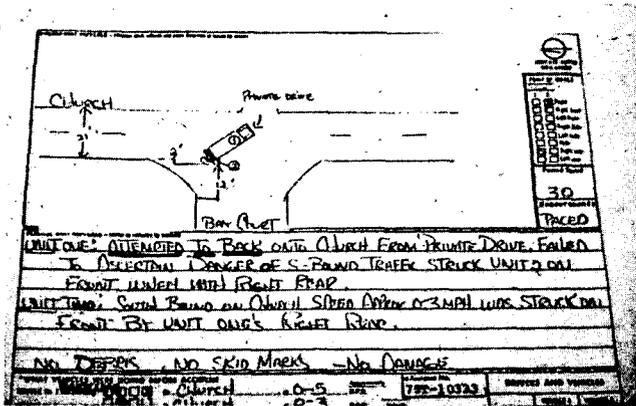
0. Unknown or None of the Above.

1 EXCEPTIONS

* If you select any of these alternatives, you are done coding the report.

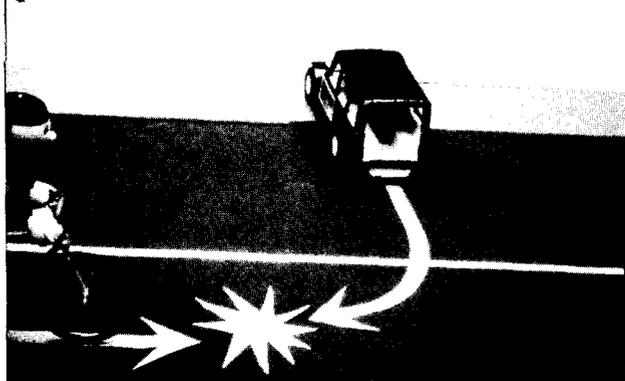
None of the "Exceptions" apply to this situation, so we would record a zero.

170



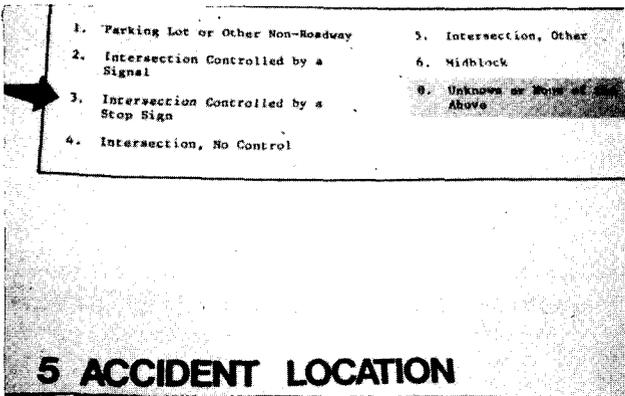
"Motorist Primary Motion" is Code 1, "Backing," because the motorist is backing out of a driveway. The "Bicyclist Primary Motion" is forward, so we use Code 2, "Going Forward."

171



The motorist is entering the road from a driveway, so under "Operator Actions" we select Code 3.

172



The location is within an intersection controlled by a stop sign, so we would use Code 3, "Intersection Controlled by a Stop Sign," under "Accident Location."

173



The initial paths of the motorist and bicyclist were crossing, not parallel, so we would use "Crossing Paths" and, because the motorist was entering the road, we use Code 4 "Crossing Paths, Bicyclist Right-of-Way."

174

7 MOTORIST ERROR	
1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Standing Traffic	8. Failed to Detect Cyclist, Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Cut Corner on Left Turn	

8 CYCLIST ERROR	
1. Ran Sign or Signal	3. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Cut Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	

The "Motorist Error" is Code 8 -- "Failed to Detect Bicyclist, Other Reason." The narrative indicates that the motorist failed to ascertain danger which is taken to mean that he/she was careless or unattentive. The cyclist is not reported to have made any errors, so we code 0 - "Unknown or None of the Above" under "Bicyclist Error."

175

ACCIDENT DATA RECORDING FORM

REPORT NUMBER	5	6	7	8	REPORT NUMBER	1	2	3	4
1			3	5	8				
2			2	1	8				
3	0	3	2	6	5				
4	0	3	2	0	6	2	8	0	
5	0	1	2	3	3	4	8	0	
6	0	2	2	0	4	1	0	0	
7	0	5	2	0	3	4	8	5	
8	0	3	2	0	1	5	0	0	
9	0	3	2	9	2	5	0	0	

The correct code for report number six is 02204100.

176

ACCIDENT DATA RECORDING FORM

Scene Unkown

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

Report number six is somewhat more difficult, because there is no diagram. The narrative, however, indicates that both vehicles were proceeding south and that the car was stopped, making a left turn.

177



The models give us an idea as to how the accident occurred. We start with the "Exceptions," coding 0 as none apply.

178

*WHAT VEHICLES WERE DOING BEFORE ACCIDENT

VEHICLE No. 1 SR-15 0
 VEHICLE No. 2 SR-15 0-6

VEHICLE 1: Going straight ahead, Making right turn, Making left turn, Stopping or stopping, Changing lanes, Starting from rest, Stopped at red light, Stopped at stop sign, Other (explain above)

VEHICLE 2: Going straight ahead, Making right turn, Making left turn, Stopping or stopping, Changing lanes, Starting from rest, Stopped at red light, Stopped at stop sign, Other (explain above)

*WHAT PEDESTRIAN WAS DOING

PEDESTRIAN was going: Along, Across or into, Back, Down

PEDESTRIAN was doing: Crossing at intersection, Stopped into path of vehicle, Getting on or off vehicle, Playing in roadway, Crossing out of intersection, Standing on roadway, Hitching on vehicle, Other roadway, Walking on roadway - with traffic, Standing in safety zone, Pushing or working on vehicle, Not on roadway, Working on roadway - against traffic, Lying or sitting on roadway, Other working on roadway, Other (explain above)

ACCIDENT CHARACTERISTICS	LIGHTING CONDITION: 1	ROAD DEFECTS: 0	TRAFFICWAY CHARACTER: 0
	WEATHER: 1	TRAFFIC CONTROL: NONE	TRAFFICWAY LANES: 3
	ROAD SURFACE: 1	TYPE LOCATION: 3	VISION OBSCURED: 0

ADDRESS - Number and street: None

The "Motorist Primary Motion" is shown on the report as "stopped." The cyclist was listed as "Going Straight Ahead."

179

2 MOTORIST PRIMARY MOTION

1. Backing
 2. Stopped, or Standing
 3. Going Forward
 4. Turning Left
 5. Turning Right
 0. Unknown or None of the Above

3 CYCLIST PRIMARY MOTION

1. Stopped or Standing, No Direction
 2. Going Forward
 3. Turning Left
 4. Turning Right
 0. Unknown or None of the Above

These would be Code 2 under "Motorist Primary Motion" and Code 2 under "Cyclist Primary Motion." Notice that we used "Stopped/Standing" rather than "Turning Left" which also applies to the vehicle motion. This is because "Stopped/Standing" comes first on the list of alternatives.

2 & 3 PRIMARY MOTION

180

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counteractive
 2. Cyclist Attempted to Avoid Obstruction
 3. Motorist Drove Out of Driveway or Alley
 4. Motorist Entered or Entered On-Street Parking
 5. Cyclist on Sidewalk Entered Road From Driveway
 6. Cyclist Entered Road From Residential Driveway or Alley
 7. Cyclist Entered Road From a Commercial Driveway
 8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
 9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
 0. Unknown or None of the Above

None of the "Specific Operator Actions" is mentioned in the report, so we use Code 0, "Unknown or None of the Above."

4 OPERATOR ACTIONS

181

*stopped for a left turn and pedalcyclist collided with rear of vehicle #1.

*WHAT VEHICLES WERE DOING BEFORE ACCIDENT

VEHICLE No. 1 SR-15 0
 VEHICLE No. 2 SR-15 0-6

VEHICLE 1: Going straight ahead, Making right turn, Making left turn, Stopping or stopping, Changing lanes, Starting from rest, Stopped at red light, Stopped at stop sign, Other (explain above)

VEHICLE 2: Going straight ahead, Making right turn, Making left turn, Stopping or stopping, Changing lanes, Starting from rest, Stopped at red light, Stopped at stop sign, Other (explain above)

*WHAT PEDESTRIAN WAS DOING

PEDESTRIAN was going: Along, Across or into, Back, Down

PEDESTRIAN was doing: Crossing at intersection, Stopped into path of vehicle, Getting on or off vehicle, Playing in roadway, Crossing out of intersection, Standing on roadway, Hitching on vehicle, Other roadway, Walking on roadway - with traffic, Standing in safety zone, Pushing or working on vehicle, Not on roadway, Working on roadway - against traffic, Lying or sitting on roadway, Other working on roadway, Other (explain above)

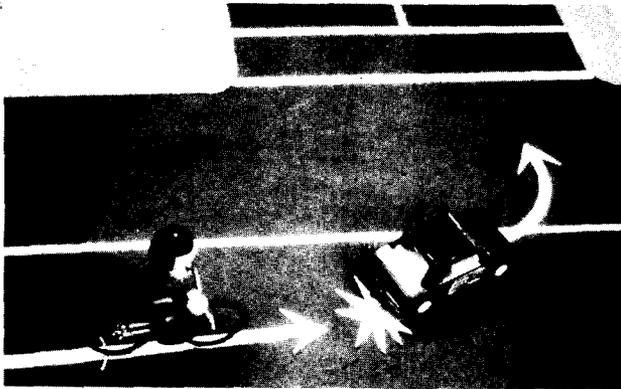
ACCIDENT CHARACTERISTICS	LIGHTING CONDITION: 0	ROAD DEFECTS: 0	TRAFFICWAY CHARACTER: 1
	WEATHER: 0	TRAFFIC CONTROL: NONE	TRAFFICWAY LANES: 3
	ROAD SURFACE: 0	TYPE LOCATION: 0	VISION OBSCURED: 2

ADDRESS - Number and street: None

The "Accident Location" is listed as an intersection. The traffic control box in the report indicates "none," so we use Code 4 - "Intersection - No Control."

The "Initial Approach Paths" are both listed as south, so we would use "Parallel Paths."

182



Because the bicyclist came from behind the motorist, and was traveling faster than the car, . . .

183

PARALLEL PATHS	CROSSING PATHS
1. Same Direction, <u>Cyclist</u> Overtaking	4. Cyclist Right-of-Way
2. Same Direction, <u>Motorist</u> Overtaking	5. Motorist Right-of-Way
3. Facing Approach	

6 INITIAL APPROACH PATHS

. . . Code 1, "Parallel Paths, Bicyclist Overtaking," is the correct alternative.

184

7 MOTORIST ERROR	
1. Saw Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Stopping Traffic	8. Failed to Detect Cyclist, Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Cut Corner on Left Turn	

8 CYCLIST ERROR	
1. Saw Sign or Signal	5. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Cut Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	

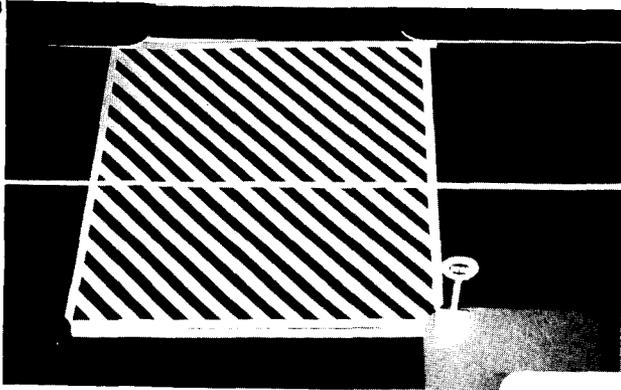
"Motorist Error" is Code 0, Unknown or None of the Above" because the motorist was not reported to have made any errors. None of the "Bicyclist Errors" listed under statement eight are indicated on the report, so we would use Code 0 - "Unknown or None of the Above," here as well. Note that Code 4, "Struck a Parked Vehicle," should not be used for this accident, since that code only applies if the bicyclist strikes a parked, empty vehicle. If the vehicle has a driver, we will assume the car is not parked.

185

5	0	1	2	3	3	4	8	0
2	0	2	2	0	4	1	0	0
7	0	5	2	0	3	4	8	5
3	0	3	2	0	1	5	0	0
	0	3	2	9	2	5	0	0

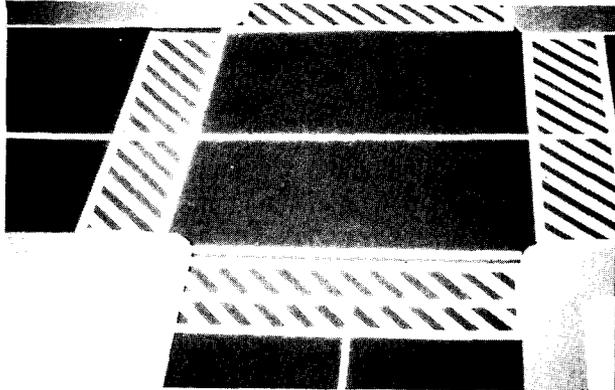
Now, report number seven. Correct codes are 05203485.

190



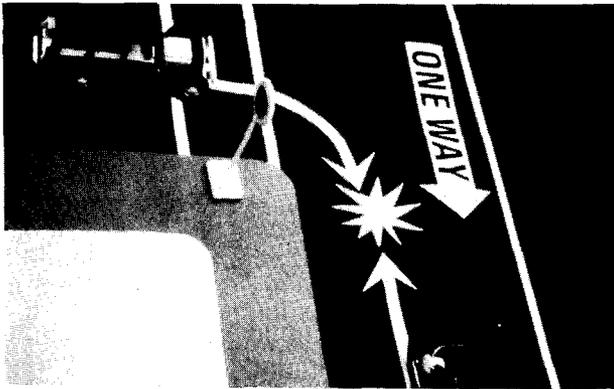
The "Accident Location" was an "Intersection Controlled by a Stop Sign" - Code 3. Remember, in order to use one of the intersection codes, the accident must have occurred within the center of the intersection, as this accident did, . . .

191



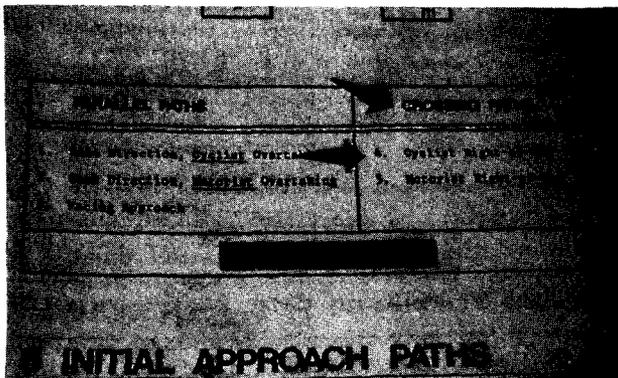
. . . or within the crosswalk.

192



The "Initial Approach Paths" were crossing and, because the motorist had a stop sign, . . .

193



. . . the bicyclist had the right-of-way. We would use Code 4, "Crossing Paths, Bicyclist Right-of-Way" even though the bicyclist was riding the wrong way.

194

7 MOTORIST ERROR	
1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Standing Traffic	8. Failed to Detect Cyclist, Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Cut Corner on Left Turn	

8 CYCLIST ERROR	
1. Ran Sign or Signal	5. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Cut Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	

The motorist was charged with "Careless Driving" and was reported to have "Failed to Have Ascertained Safety," which we would interpret as "Failed to Detect Bicyclist, Other Reason," Code 8.

The bicyclist was riding the wrong way on a one-way street, which is a Code 5, "Riding Wrong Way."

195

0	3	2	0	6	2	8	0
0	1	2	3	3	4	8	0
0	2	2	0	4	1	0	0
0	5	2	0	3	4	8	5
0	5	2	0	1	5	0	0
0	3	2	0	1	5	0	0

So the correct codes for report seven are 05203485. Next, report eight. The correct codes for report number eight are 03201500.

196

VEHICLES WERE DOING BEFORE ACCIDENT

No. 1 was traveling N S E W On Publix

No. 2 was traveling N S E W On Publix

	Vehicle		Vehicle	
	1	2	1	2
Going straight ahead	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overtaking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PEDESTRIAN WAS DOING Along

PEDESTRIAN was going N S E W Across or into (Street name, highway no.)

Position at intersection Stepped into path of Vehicle Getting in

Position not at intersection Standing in roadway Hitchhiking

Position in roadway - with traffic Standing in safety zone Pushing

This accident occurred in a public parking lot. The car was pulling into the parking lot as a bike was riding across the lot . . .

197



. . . as modeled in this picture.

198

2 MOTORIST PRIMARY MOTION

1. Backing	4. Turning Left
2. Stopped, or Standing	5. Turning Right
3. Going Forward	6. Unknown or None of the Above

3 CYCLIST PRIMARY MOTION

1. Stopped or Standing, No Direction	4. Turning Right
2. Going Forward	

4 OPERATOR ACTIONS

A review of the "Exceptions" reveals that none apply to this situation, so we code zero. The motorist and the bicyclist were both going straight and forward so we would use "Going Forward" for both of them--Codes 3 and 2 under Motorist and Cyclist Primary Motion Statements.

199

Light turned red for the cyclist before he entered the intersection.

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counterproductive	6. Cyclist Entered Road From Residential Driveway or Alley
2. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
5. Cyclist Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

None of the "Operator Actions" codes apply, so Code 0 is used here.

200

1. Parking Lot or Other Non-Roadway Location

The "Accident Location" is Code 1 - "Parking Lot or Other Non-Roadway." This code is to be used whenever the point of impact is not on a road. If you have a question as to whether a location qualifies as non-roadway, refer to the explanation in the Coder's Handbook . . .

201

STATEMENT 5 DEFINITIONS & DIAGRAMS

This statement describes the location of the operators when the collision occurred, i.e., the point of impact.

ALTERNATIVE 1. Parking Lot or Other Non-Roadway Location

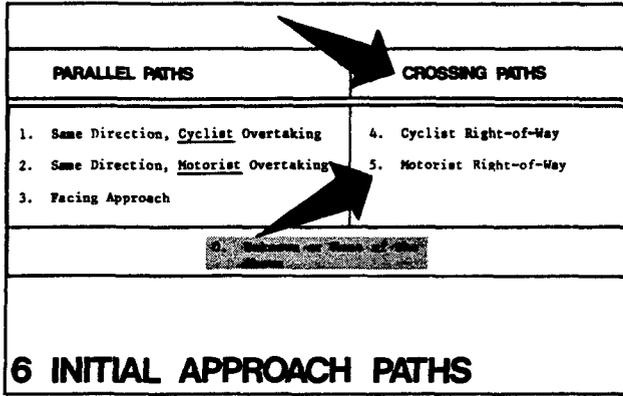
The accident occurred in a parking lot or in a non-roadway location, such as a gas station, alley, lot, private property or a ballfield.

ALTERNATIVE 2. Intersection Controlled by a Signal

The point of impact was within the center of the intersection, or in a crosswalk (marked or unmarked), which was controlled by a red-amber-green signal (not a flashing light).

. . . which says that typical non-roadway accidents occur in locations such as gas stations, alleys, on private property or in ballfields.

202



The "Initial Approach Paths" were crossing and the motorist appears to have the right-of-way since he was driving in the "in" lane and the cyclist was on the parking lanes. So, we use Code 5.

203

7 MOTORIST ERROR

1. Ran Sign or Signal
2. Misjudged Passing Space
3. Failed to Detect Cyclist--Stopped or Standing Traffic
4. Swing Wide on Right Turn
5. Cut Corner on Left Turn
6. Driving on Wrong Side of the Street
7. Lost Control
8. Failed to Detect Cyclist, Other Reason
0. Unknown or None of the Above

8 CYCLIST ERROR

1. Ran Sign or Signal
2. Swing Wide on Right Turn
3. Cut Corner on Left Turn
4. Struck a Parked Vehicle
5. Riding on Wrong Side of Street
6. Lost Control of Cycle
0. Unknown or None of the Above

Finally, under "Operator Error," neither operator is reported to have made one of the errors listed, so we would use zero "Unknown or None of the Above" for both Statement Seven and Eight.

204

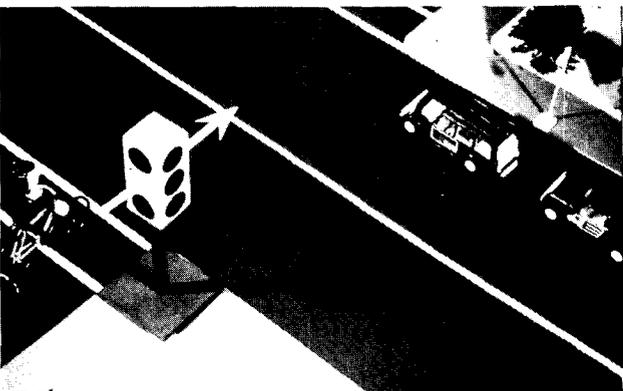
ACCIDENT DATA RECORDING FORM

CODE: _____ PAGE: _____ DATE: _____

REPORT NUMBER	5	6	7	8	REPORT NUMBER	1	2	3	4
1			5	8					
2			1	8					
3	0	3	2	6					
4	0	3	2	0					
5	0	1	2	3					
6	0	2	2	0					
7	0	5	2	0					
8	0	3	2	0					
9	0	3	2	9					

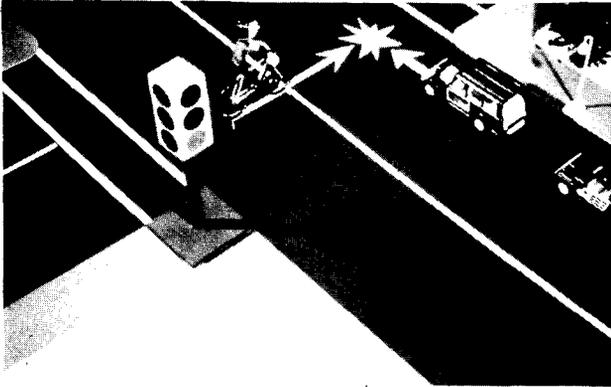
Going on to report nine, the codes are 03292500.

205



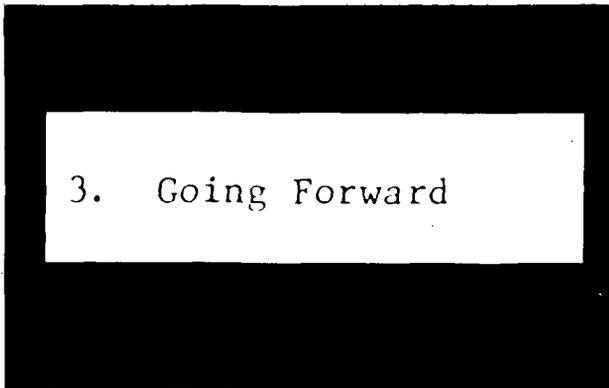
This accident occurred when a bicyclist entered an intersection as the light turned yellow.

206



Before the bicyclist crossed the intersection, the light turned red for the bicyclist and green for the motorist. The motorist pulled forward, striking the bicyclist.

207



The "Exceptions" are coded as zero. Both the motorist and bicyclist were going forward and should be coded as that under Statements Two and Three.

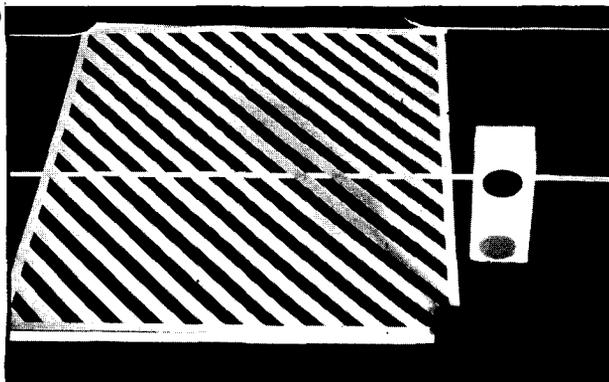
208

1. Motorist and Cyclist Attempted Evasive Actions Which Were Counteractive	6. Cyclist Entered Road From Residential Driveway or Alley
2. Cyclist Attempted to Avoid Obstruction	7. Cyclist Entered Road From a Commercial Driveway
3. Motorist Drove Out of Driveway or Alley	8. Cyclist Entered Road Over Curb or Shoulder (Midblock)
4. Motorist Exited or Entered On-Street Parking	9. Cyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic
5. Cyclist on Sidewalk Entered Road From Driveway	0. Unknown or None of the Above

4 OPERATOR ACTIONS

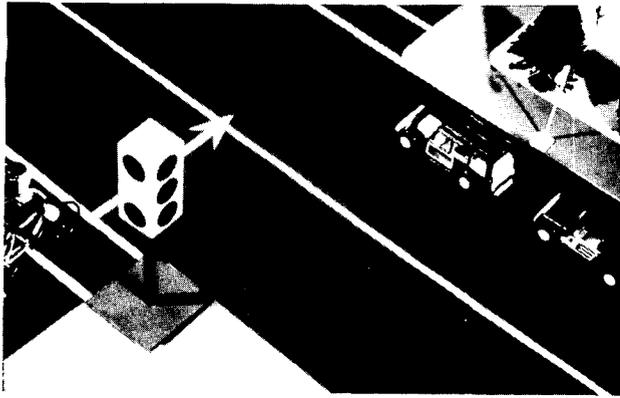
The "Operator Actions" code is 9 - "Bicyclist Did Not Clear Intersection Before Light Turned Green for Other Traffic." This is the code to use when a bicyclist entered an intersection on a yellow light, or at the end of a green phase and doesn't make it across the intersection before the light changes and the cross traffic starts to move. This code is not to be used, however, if a bicyclist entered an intersection on a red light.

209



The "Accident Location" is "Intersection Controlled by a Signal," Code 2.

210



The "Initial Approach Paths" are crossing. The bicyclist initially had the right-of-way to enter the intersection before his/her light turned red. So, we use Code 4, "Cyclist Right-of-Way."

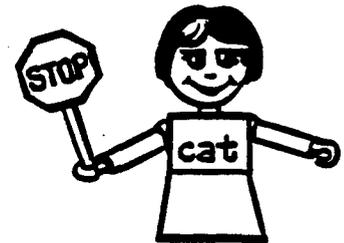
211

7 MOTORIST ERROR	
1. Ran Sign or Signal	6. Driving on Wrong Side of the Street
2. Misjudged Passing Space	7. Lost Control
3. Failed to Detect Cyclist--Stopped or Stopping Traffic	8. Failed to Detect Cyclist. Other Reason
4. Swing Wide on Right Turn	0. Unknown or None of the Above
5. Out Corner on Left Turn	
➔	
8 CYCLIST ERROR	
1. Ran Sign or Signal	5. Riding on Wrong Side of Street
2. Swing Wide on Right Turn	6. Lost Control of Cycle
3. Out Corner on Left Turn	0. Unknown or None of the Above
4. Struck a Parked Vehicle	
➔	

The motorist didn't detect the bicyclist before proceeding into the intersection, but Code 8 does not apply since the report doesn't indicate that any of the factors necessary for this code were present. So, we use Code 0 under "Motorist Error."

The bicyclist did not "run" the signal, as he entered the intersection on the yellow. So, we would use Code 0 for "Cyclist Error."

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



SECTION FIVE

SECTION FIVE

212

SUMMARY DIRECTIONS

For each accident report:

1. Study the report.
2. Read each statement in order.
3. Choose the first alternative that applies under each heading.
4. Place the code number of the alternative on the proper column of the data form.
5. Avoid using the shaded "Unknown or None of the Above" codes.

During this Section, we'll first review the coding procedures and then you'll code a group of 25 accident reports.

Before beginning to code, read the accident report completely. Read the narrative then the "Fill in the Blank" items. Study the diagram.

213

- Bicycle/Motor Vehicle accident?
- Paths crossing or parallel?
- Intersection or midblock?
- Traffic controls?
- On or entering road?
- Operators actions?
- View obstructed?
- Operator errors/citations?

In addition to determining generally what happened in the accident, determine the following information from the report:

- . Did the accident really involve a motor vehicle and a bicycle or adult tricycle?
- . Are the initial paths crossing or parallel?
- . Did the accident occur at an intersection or midblock?
- . If at an intersection, what traffic controls were present?
- . Were both operators on the road or was one entering the road?
- . What were the operators actions-- going straight, stopped, turning?
- . Was the operator's view obstructed by standing traffic, other physical obstructions, darkness?
- . What citations were issued, or what errors did the operators make?

214

Always work through the statements
and alternatives IN ORDER

Once you have a good understanding of how the accident occurred, begin coding by reviewing the "Exceptions."

After coding a number of reports, you will have a tendency to "skip" the exceptions. Avoid this error. Always review each statement and the alternatives under each statement in order.

215

Avoid using the shaded "O" alternatives.

As you code, attempt to avoid the shaded - "Unknown or None of the Above" choices, unless you have little or no information. Recording these zero codes often leads the computer to assign the accident to an "Insufficient Information" category, which tells you very little about that accident. The zero codes which are not shaded may be used freely.

216

Diagrams are only examples.

Keep in mind that the diagrams on the explanation pages are just examples of the type of situations for which the code applies. They should not be considered the only way the situation can occur.

Refer to Explanations and Definitions
frequently.

Whenever you have a question as to the applicability of a code, refer to the explanation of the code above the statement for a more detailed description of its use. Also, refer to the definitions page.

[Now turn to report number ten and code the remaining 25 reports in the Practice Cases Booklet. When you have completed the coding, STOP. Inform your supervisor that you have completed Section Five. Please don't turn the page for the correct answers until instructed to do so.]

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

<u>Report No.</u>	<u>Accident Code</u>	<u>Report No.</u>	<u>Accident Code</u>
10	05202100	23	01236480
11	03266560	24	03206280
12	04205380	25	03202501
13	03202501	26	04204105
14	04206100	27	03303300
15	02206100	28	03206206
16	4	29	02203100
17	03234480	30	04203480
18	03303300	31	04205550
19	05206180	32	03206280
20	03206306	33	03201500
21	03206200	34	03206206
22	03203480		

Any cases on which your codes disagreed with the correct codes should be discussed with your supervisor and other coders. You may have skipped over the "Exceptions," chose the wrong initial approach path, or failed to exactly follow the coding procedure. You may have missed an item of information on the report. Discussion with your supervisor and other coders is an excellent way to sharpen your coding skills.

If you disagreed with the codes on ten or more of the 25 cases, you should review the training program and recode the practices cases before beginning to code reports from your area.

