

Regional Transportation Safety Information Management System (RTSIMS) Phase I

Technical Memorandum 3 Differences in Crash Data Field Definitions among MAG Member Agencies

Prepared for

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Executive Summary

Maricopa Association of Governments (MAG) has embarked on developing a Regional Transportation Safety Information Management System (RTSIMS) that will serve as the primary crash data analysis tool for MAG. The RTSIMS will provide an efficient and user-friendly interface to perform various statistical analyses to improve transportation safety in the region. Development of RTSIMS will be accomplished in three phases. This document focuses on the results of Task 4 of Phase I. Task 4 surveyed all of the MAG member agencies to identify any guidelines or definitions used in their use of crash data and crash analyses. All of the MAG member agencies were contacted through telephone and representatives from twenty-eight of the total thirty MAG member agencies responded. The summaries of these interviews are provided in *Appendix B*.

In Summary, Eight of the twenty-seven interviewed MAG member agencies had some guidelines / definitions that they used in their crash analysis. These eight entities have a distance-based threshold or a definition different from that of ADOT for identifying “intersection related crashes pertaining to a given intersection. These thresholds vary between 100 feet to 250 feet from the center of the intersection as shown below.

	Entity	Distance	Other Modified Guidelines	Comments
1	ADOT	250 feet		Provides data requesters with accidents within 250 feet from the center of intersection assuming that they will be closely examined for relationship to the intersection during analysis.
2	City of Chandler	200 feet (with exclusions)		
3	Maricopa County	100 feet		For planning purposes. Traffic engineering may use a different threshold.
4	City of Mesa		Crashes on the exiting legs of intersections are not included.	Use “intersection related” variable in Arizona Traffic Accident Record form and ALISS.
5	City of Phoenix	150 feet		
6	City of Tempe	200 feet		
7	City of Glendale	200 feet		Will still use “intersection related” variable in Arizona Traffic Accident Record form.
8	City of Scottsdale	100 feet		Distance measured from the curb line extensions.

The guidelines / definitions used for left-turn crashes were similar for all of the MAG member agencies. Some of the MAG member agencies re-classify the “other” category into more appropriate categories based on Arizona Traffic Accident Report form. Concern with “other” category is related mostly to pedestrian / bicycle accidents.

Table of Contents

1	Introduction.....	1
2	ADOT ALISS Definitions	2
3	MMUCC Definitions	3
4	MAG Member Agency Definitions	3
4.1	Comparison of MAG Member Guidelines / Definitions	4
5	Summary of Findings.....	5
	Appendix C: Questionnaire for Telephone Interviews	6
	Appendix D: Telephone Interview Summaries.....	7

List of Figures

Figure 1. Entities in MAG Region (Source: MAG Strategic Transportation Safety) Plan) 1

List of Tables

Table 1. Distance-Based Thresholds for Identifying “Intersection Related” Crashes in the MAG Region..... 4

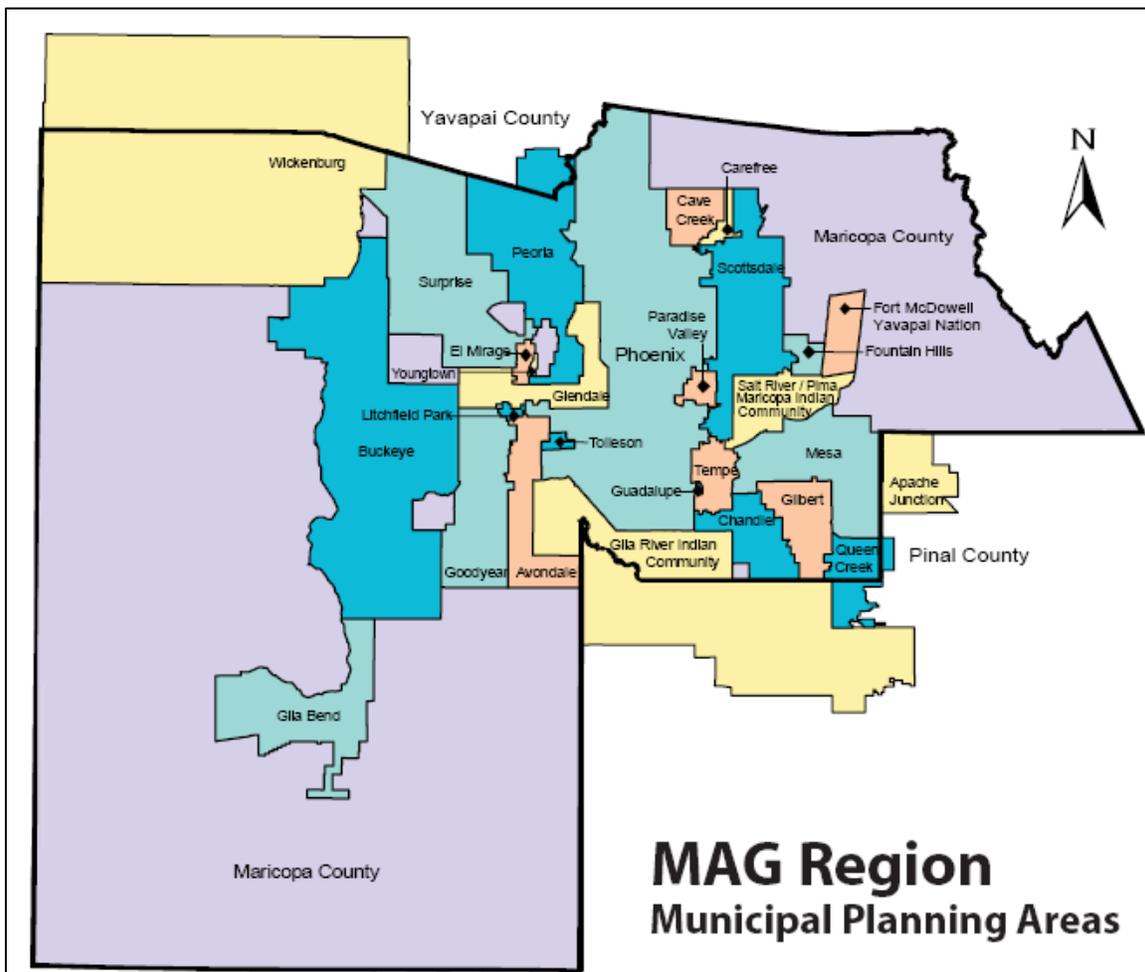
Acronyms

ADOT	Arizona Department of Transportation
ALISS	Accident Location Identification Surveillance System
AT	Attributed Element
BIN	Binary Elements
FHWA	Federal Highway Administration
GHSA	Governors Highway Safety Association
MMUCC	Model Minimum Uniform Crash Criteria
NCSA	Nation Center for Statistics and Analysis under NHTSA
NHTSA	National Highway Traffic Safety Administration
OF	Open Field Element
SQL	Structured Query Language
SQR	Structured Query Reporter
TCD	Table of Common Definitions

1 Introduction

The Maricopa Association of Governments’ (MAG) region currently includes all entities within Maricopa County and City of Apache Junction as shown in Figure 1 and MAG serves the designated Metropolitan Planning Organization for the Maricopa Region. MAG has embarked on developing a Regional Transportation Safety Information management System (RTSIMS) that will serve as the primary source of road safety information and analysis to support regional planning activities. The RTSIMS will provide an efficient and user-friendly interface to perform various statistical analyses to improve the transportation safety in the region.

Figure 1. Entities in MAG Region (Source: MAG Strategic Transportation Safety Plan)



The Accident Location Identification Surveillance System (ALISS) database is maintained by ADOT and contains all of the crash reports provided to ADOT by the cities, counties and other local law enforcement entities within the State. RTSIMS will contain ALISS data provided to MAG and other non-ALISS transportation data that are

pertinent to the MAG region. It will also have the ability to integrate new crash data into the crash data archive in an efficient manner and the ability to generate statistics and the corresponding graphics required for inclusion in MAG reports and for other purposes. The RTSIMS will also facilitate specific corridor safety analyses and the forecasting safety consequences of transportation planning alternatives.

Development of RTSIMS is to be carried out in three phases. The goal of RTSIMS Phase I is to develop a Table of Common Definitions (TCD) for all the crash data fields currently included in MS Access[®] based ALISS database and involves five tasks. Task 1 is project management and includes the kick-off meeting and briefings to MAG Transportation Safety Committee. Task 2 identifies the variables/data fields in ADOT ALISS database. Task 3 compares ADOT ALISS database with similar fields in MMUCC (Model Minimum Uniform Crash Criteria) guidelines and identifies the actions needed for MMUCC compliance. Task 4 is to identify crash data definitions used by local agencies differing from ADOT's ALISS definitions. Task 5 will generate consensus on the definitions of crash data fields and develop a Table of Common Definitions (TCD) applicable for all MAG member agencies as appropriate or will document the differences in the definitions to be used by MAG member agencies.

This document (Technical Memorandum 3) focuses on the results of the fourth task of Phase I of RTSIMS development. In earlier deliverables (Tech Memo 1 and 2), the structure of MS Access[®] based ADOT ALISS database and a comparison of ADOT ALISS with MMUCC were presented.

This document highlights the findings from the comparison of definitions / guidelines (if any) used by MAG Member Agencies. To achieve this purpose, all of the MAG member agencies were contacted and representatives from twenty-eight member agencies were interviewed through telephone to document any supplemental guidelines / definitions that they may use in addition to "Arizona Traffic Accident Report Instruction Manual and Glossary". The questionnaire used for these interviews is shown in *Appendix A*. This questionnaire was designed such that the interviews will not be longer than 15 minutes and to include all of the ambiguous variables identified in Tech Memo 1. The summaries of the interviews of the MAG member agency representatives are provided in *Appendix B*.

2 ADOT ALISS Definitions

ADOT has published "Arizona Traffic Accident Report Instruction Manual and Glossary, 7th Edition" in December 2000. This Manual has five parts. Part One has instructions for filling out the front page of the Basic Accident Report (Form 01-2703 and Form 01-2704). Part Two has the instructions for the back page of the same forms. Part Three and Four contain instructions for filling out the Fatal Supplement (Form 01-2705) and Supplemental Truck/Bus Accident Report (Form 01-2710) respectively. Part Five of this Manual is a glossary of terms and definitions used in the Arizona Traffic Accident Report form.

Following are definitions referred to in Tech Memo 1.

Intersection Related: A traffic accident where the first harmful event (1) occurs on an approach to, movement through, or exit from an intersection (2) has resulted from an activity, behavior, or control related to the intersection.

Left Turn: A left turn movement. Some may appear to be angle or head-on.

Direction of Travel: Mark the appropriate box for each traffic unit. The direction indicated should be the compass direction just prior to the onset of the unstabilized situation. Be sure to include the pedestrians, pedalcyclists, or animal rider's direction of travel.

As demonstrated in Tech Memo 1, some of these definitions / instructions lead to ambiguities in filling out the Arizona Traffic Accident Report form crash reports and in crash analyses using crash databases containing information from Arizona Traffic Accident Report form or Police Accident Reports (PAR).

3 MMUCC Definitions

The following describes the definitions as provided in the Model Minimum Uniform Crash Criteria (MMUCC).

Intersection Related (C16): Location of the crash next to an intersection and results from an action related to the movement of traffic units through the intersection.

Left-Turn: Manner of Collision in MMUCC does not have a left-turn category. Refer to Appendix B attached with Tech Memo 2 for more details.

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

4 MAG Member Agency Definitions

The questionnaire shown in *Appendix A* was used as a framework for interviewing the MAG member agencies. All of the MAG member agencies (i.e. thirty in total) were contacted and responses from twenty-eight were received and included in this document. These interviews approximately were for 15 minutes. Based on these interviews, it is concluded that none of the interviewed entities used a “*documented*” supplemental guidelines / definitions in addition to the “Arizona Traffic Accident Report Instruction Manual and Glossary”. But a few of the entities used a set of guidelines in their intersection related crash analyses that varied with each other. A comparison of these guidelines is provided in the following section.

4.1 Comparison of MAG Member Guidelines / Definitions

As noted above, some of the MAG member agencies use guidelines for their crash analysis related to intersections that are not in a published document. The following table (Table 1) shows the different entities using a distance-based threshold for determining crashes related to a particular intersection. Table 1 also shows the threshold values.

Table 1. Distance-Based Thresholds for Identifying “Intersection Related” Crashes in the MAG Region

	Entity	Distance	Other Modified Guidelines	Comments
1	ADOT	250 feet		Provides data requesters with accidents within 250 feet from the center of intersection assuming that they will be closely examined for relationship to the intersection during analysis.
2	City of Chandler	200 feet (with exclusions)		
3	Maricopa County	100 feet		For planning purposes. Traffic engineering may use a different threshold.
4	City of Mesa		Crashes on the exiting legs of intersections are not included.	Use “intersection related” variable in Arizona Traffic Accident Report form and ALISS.
5	City of Phoenix	150 feet		
6	City of Tempe	200 feet		
7	City of Glendale	200 feet		Will still use “intersection related” variable in Arizona Traffic Accident Report form.
8	City of Scottsdale	100 feet		Distance measured from the curb line extensions.

Left-Turn Crashes:

There were no differences in how the “left-turn accidents” were being identified. The left-turn accidents were identified either based on “Manner of Collision” or based on “Direction of Travel” in Arizona Traffic Accident Report form. A general distinction between left-turn accidents and angle accidents used by the MAG member agencies is the fact that the vehicles involved in left-turn accidents should have been traveling on opposite directions while the vehicles involved in angle accidents would have been traveling in adjacent directions.

“Other” Category Values:

The concern related to “other” values being the predominant value for certain variables was not indicated to be of much prevalence for most of the MAG member agencies while some of the MAG member agencies acknowledged that they may re-classify the “other” category crashes into more appropriate categories based on the accident description and other information in Arizona Traffic Accident Report form. It was also noted that this concern with “other” category is mostly related to pedestrian / bicycle crashes while using ALISS database as ALISS does not have a pedestrian or bicycle crash category.

5 Summary of Findings

This technical memorandum documents the results of Task 4 of RTSIMS Phase I. This task included contacting all of the MAG member agencies to document any supplemental guidelines / definitions that the member agencies in their crash analysis and reporting. A set of contact people was identified by MAG for this purpose. All of the MAG member agencies were contacted and representatives for twenty-eight of the thirty MAG member agencies were interviewed. The summaries of these interviews are provided in *Appendix D*.

Eight of the twenty-four interviewed MAG member agencies had some guidelines / definitions that they used in their crash analysis. These eight entities have a distance-based threshold or a definition different from that of ADOT for identifying “intersection related crashes pertaining to a given intersection. These thresholds vary between 50 feet to 250 feet from the center of the intersection.

The guidelines / definitions used for left-turn crashes were similar for all of the MAG member agencies. Some of the MAG member agencies re-classify the “other” category into more appropriate categories based on Arizona Traffic Accident Report form. Concern with “other” category is related mostly to pedestrian / bicycle accidents.

The next and final Tech Memo will present a draft Table of Common Definitions (TCD). This Table of Common Definitions may also have more than one definition for one variable.

Appendix C: Questionnaire for Telephone Interviews

Questions for the telephone interview with MAG member agencies:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?
2. If yes, is there a document with these supplemental guidelines?
3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?
4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)
 - a. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?
 - b. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?
 - c. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?
 - i. cargo_body_type
 - ii. event sequence
 - iii. restraint_used
 - iv. surface_condition
 - v. seat_number
 - vi. control_type
 - vii. prior_harmful
 - viii. unit_action
 - ix. violation
 - x. body_style

Appendix D: Telephone Interview Summaries

Individual: Jim Lynck
Date: Feb 15, 2007
Time: 10:40 AM
Organization: City of Apache Junction
Phone No.: (602) 258-4822

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

None.

2. If yes, is there a document with these supplemental guidelines?

None

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

d. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Crash analysis is done only for signal warrant studies. Hard copies of accident reports from PD are provided and the City stores accident data in an MS Excel sheet. “*intersection related*” is determined based on the officer’s selection of yes/no on the form in response to Arizona Traffic Accident Report form item “*intersection related*”.

e. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

N/A

f. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

xi. cargo_body_type

xii. event sequence

- xiii. restraint_used
- xiv. surface_condition
- xv. seat_number
- xvi. control_type
- xvii. prior_harmful
- xviii. unit_action
- xix. violation
- xx. body_style

N/A

Individual: Kelly Larosa
Date: March 6, 2007
Time: 1:15 PM
Organization: City of Avondale
Phone No.: (623) 478-3270

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

None beyond the ADOT guidelines in the Manual. IntersectionMagic[®] software is used for crash analysis at intersections and the software makers have worked with ADOT on definitions.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- g. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

As defined in IntersectionMagic[®]

- h. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

As defined in IntersectionMagic[®]

- i. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- xxi. cargo_body_type
 - xxii. event sequence
 - xxiii. restraint_used
 - xxiv. surface_condition
 - xxv. seat_number

- xxvi. control_type
- xxvii. prior_harmful
- xxviii. unit_action
- xxix. violation
- xxx. body_style

As defined in IntersectionMagic®

Individual: Miles Johnson
Date: March 9, 2007
Time: 4:00 PM
Organization: City of Carefree
Phone No.: (480) 488-1471

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Crash analysis done by a consultant (Morrison and Mairele). No guidelines / definitions by the city

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- j. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

- k. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

- l. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

xxx. cargo_body_type

xxxii. event sequence

xxxiii. restraint_used

xxxiv. surface_condition

xxxv. seat_number

xxxvi. control_type

- xxxvii. prior_harmful
- xxxviii. unit_action
- xxxix. violation
- xl. body_style

N/A.

Individual: Martin Johnson
Date: Feb 14, 2007
Time: 2:00 PM
Organization: City of Chandler
Phone No.: (480) 782-3450

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Intersection Magic[®] software is used for the annual report generation purposes. This software works with text delimited version of ALISS data provided to the City of Chandler. The creators of Intersection Magic[®] software have worked with ADOT and the definitions used in this software are expected to be consistent with ADOT’s definitions.

2. If yes, is there a document with these supplemental guidelines?

None

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?
4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- m. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Any accident at the approaches within 200 ft. is selected to be analyzed to determine whether it is intersection related during crash analysis. There are selected intersections where the crash data user knows that the queue gets longer than 200 ft. In these cases, crashes outside of the 200 ft circle are also included in the crash analysis.

- n. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

As determined by Intersection Magic[®] software using “Manner of Collision” in ALISS.

- o. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?
 - xli. cargo_body_type
 - xlii. event sequence
 - xliii. restraint_used

- xliv. surface_condition
- xliv. seat_number
- xlvi. control_type
- xlvii. prior_harmful
- xlviii. unit_action
- xlix. violation
 - 1. body_style

Have not faced any issues with “other” options for variables in ALISS.

Individual: Lorenzo Aguirre / Mark Smith
Date: March 8, 2007
Time: 10:40 AM
Organization: City of El Mirage
Phone No.: (623) 933-8318 / (623) 433 9500

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

None.

2. If yes, is there a document with these supplemental guidelines?

None

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

No major crash analysis is done.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- p. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A

- q. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

N/A

- r. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- li. cargo_body_type
 - lii. event sequence
 - liii. restraint_used
 - liv. surface_condition
 - lv. seat_number
 - lvi. control_type

- lvii. prior_harmful
- lviii. unit_action
- lix. violation
- lx. body_style

N/A

Individual: Randy Harrell
Date: March 9, 2007
Time: 10:20 AM
Organization: Town of Fountain Hills
Phone No.: (480) 816-5112

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Maricopa County Sheriff’s office provides hard copies of crash reports. These reports get entered into the town crash database. Use IntersectionMagic[®] software for crash analysis. ALISS is not used in the crash database or analysis process.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None. As defined in IntersectionMagic[®] software.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- s. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

As defined in IntersectionMagic[®] software.

- t. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

As defined in IntersectionMagic[®] software.

- u. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

lxi. cargo_body_type

lxii. event sequence

lxiii. restraint_used

lxiv. surface_condition

lxv. seat_number

- lxvi. control_type
- lxvii. prior_harmful
- lxviii. unit_action
- lxix. violation
- lxx. body_style

Not an issue as they enter the data from crash report hardcopies and are able to reclassify “other” categories into more appropriate categories (only about 2 % remains in “other” category).

Individual: Lynn Farmer
Date: March 6, 2007
Time: 1:05 PM
Organization: Town of Gila Bend
Phone No.: (928) 683-2255

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Has contracted with MCSO (Maricopa County Sheriff’s Office) and DPS (Department of Public Safety) for accident investigations. Has not done crash analysis except for I 85 and SR-238

2. If yes, is there a document with these supplemental guidelines?

None

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

No major crash analysis is done.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- v. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A

- w. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

N/A

- x. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

lxxi. cargo_body_type

lxxii. event sequence

lxxiii. restraint_used

lxxiv. surface_condition

lxxv. seat_number

- lxxvi. control_type
- lxxvii. prior_harmful
- lxxviii. unit_action
- lxxix. violation
- lxxx. body_style

N/A

Individual: Peter Aguilera
Date: March 9, 2007
Time: 10:40 AM
Organization: City of Glendale
Phone No.: (623) 930-2943

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

PD provided electronic crash data to city and it gets downloaded to IntersectionMagic[®]. This software and date is used for any crash analysis.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None. As defined in IntersectionMagic[®] software.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- y. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

As defined in IntersectionMagic[®] software. But will include only accidents within 100 feet of the intersection and the accidents needs to be identified as “*intersection related*”.

- z. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

As defined in IntersectionMagic[®] software.

- aa. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

lxxxix. cargo_body_type

lxxxii. event sequence

lxxxiii. restraint_used

lxxxiv. surface_condition

lxxxv. seat_number

- lxxxvi. control_type
- lxxxvii. prior_harmful
- lxxxviii. unit_action
- lxxxix. violation
- xc. body_style

Not an issue in their crash analysis.

Individual: Luke Albert
Date: March 9, 2007
Time: 9:20 AM
Organization: City of Goodyear
Phone No.: (623) 882-7519

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?
Will email a sample output from the city crash database.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

bb. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Do not know.

cc. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Manner of collision is used. It is verified whether the left-turn accidents involved vehicles traveling in opposing directions prior to crash.

dd. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

xc. cargo_body_type

xcii. event sequence

xciii. restraint_used

xciv. surface_condition

xcv. seat_number

- xcvi. control_type
- xcvii. prior_harmful
- xcviii. unit_action
- xcix. violation
 - c. body_style

Has not been an issue in their analysis.

Individual: Esther Corbett

Date: Feb 15, 2007

Time: 10:30 AM

Organization: ITAC (For Fort McDowell Yavapai Nation, Gila River and Salt River Pima-Maricopa Indian Communities)

Phone No.: (602) 258-4822

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Has worked with Gila River Indian Community on a demonstration project involving three tribes. Gila River shares accident data with ADOT. It is not known whether Salt River and Fort McDowell communities share data with ADOT. To her knowledge, all three communities do not use any guidelines / definitions supplemental to ADOT published guidelines.

2. If yes, is there a document with these supplemental guidelines?

None

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

ee. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

No Crash Analysis is performed by these communities.

ff. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

N/A

gg. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- ci. cargo_body_type
- cii. event sequence
- ciii. restraint_used

- civ. surface_condition
- cv. seat_number
- cvi. control_type
- cvii. prior_harmful
- cviii. unit_action
- cix. violation
- cx. body_style

N/A

Individual: Daryll Crossman
Date: March 9, 2007
Time: 12:55 PM
Organization: City of Litchfield Park
Phone No.: (623) 935-5033

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis or use of crash database.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

hh. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

- ii. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

- jj. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

cxv. cargo_body_type

cxii. event sequence

cxiii. restraint_used

cxiv. surface_condition

cxv. seat_number

cxvi. control_type

- cxvii. prior_harmful
- cxviii. unit_action
- cxix. violation
- cxx. body_style

N/A.

Individual: Ed Fritz
Date: March 6, 2007
Time: 2:10 PM
Organization: Maricopa County
Phone No.: (602) 506-8139

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

kk. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

For planning purposes, all crashes within 100 ft. of the center of the intersection is considered “intersection related”

- ll. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

Determined from “Manner of Collision”

- mm. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

cxxi. cargo_body_type

cxxii. event sequence

cxxiii. restraint_used

cxxiv. surface_condition

cxxv. seat_number

- cxxvi. control_type
- cxxvii. prior_harmful
- cxxviii. unit_action
- cxxix. violation
- cxxx. body_style

Have seen “other” being predominant values. Have not had an issue with this in crash analyses.

Individual: Larry T. Talley
Date: March 6, 2007
Time: 3:10 PM
Organization: City of Mesa
Phone No.: (480) 644-5073

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No. Gets text delimited data from ALISS and maintains own crash database.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

nn. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Crashes marked as “intersection related” crashes by the investigating officers on the approach legs of an intersection are considered “intersection related”. It should be noted that the accidents marked as “intersection related” in crash reports on the exiting legs of intersections will not be included in crashes related to the intersection.

oo. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

Use IntersectionMagic[®] for crash analysis. Left-turn accidents should involve vehicles traveling in opposing directions before crash.

pp. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- cxxxi. cargo_body_type
- cxxxii. event sequence
- cxxxiii. restraint_used

- cxxxiv. surface_condition
- cxxxv. seat_number
- cxxxvi. control_type
- cxxxvii. prior_harmful
- cxxxviii. unit_action
- cxxxix. violation
- cxl. body_style

Have seen “other” being predominant values. Would generally re-classify “other values based on accident description in the reports especially for bicycle / pedestrian crashes.

Individual: Bill Mead
Date: March 6, 2007
Time: 3:40 PM
Organization: Town of Paradise Valley
Phone No.: (480) 348-3529

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis is done using accident data.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

qq. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A

rr. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and How do you identify angle crashes? How do these two differ based on your definitions?

N/A.

ss. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- cxli. cargo_body_type
- cxlii. event sequence
- cxliii. restraint_used
- cxliv. surface_condition
- cxlv. seat_number
- cxlvi. control_type

- cxlvii. prior_harmful
- cxlviii. unit_action
- cxlix. violation
- cl. body_style

N/A.

Individual: Margaret Bonne-Pixley
Date: March 9, 2007
Time: 11:05 AM
Organization: City of Peoria
Phone No.: (623) 773-7994

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

ADOT provides text files (comma delimited) of crash data and it gets uploaded to IntersectionMagic® software. All crash analysis is done in this software.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None. As defined in IntersectionMagic® software.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- tt. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

As defined in IntersectionMagic® software using “intersection related” field.

- uu. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

As defined in IntersectionMagic® software using “Manner of Collision” field.

- vv. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- cli. cargo_body_type
- clii. event sequence
- cliii. restraint_used
- cliv. surface_condition
- clv. seat_number

- clvi. control_type
- clvii. prior_harmful
- clviii. unit_action
- clix. violation
- clx. body_style

Not an issue in their crash analysis.

Individual: Kerry Wilcoxon
Date: March 6, 2007
Time: 4:09 PM
Organization: City of Phoenix
Phone No.: (602) 262-4613

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

ww. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

All crashes that have been identified to have occurred within 150 feet of the center of the intersection on all legs of the intersection are considered “intersection related” accidents related to a specified intersection

xx. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Using “Direction of Travel” and checking of vehicles traveling in opposing directions.

yy. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- clxi. cargo_body_type
- clxii. event sequence
- clxiii. restraint_used
- clxiv. surface_condition

- clxv. seat_number
- clxvi. control_type
- clxvii. prior_harmful
- clxviii. unit_action
- clxix. violation
- clxx. body_style

Usually an issue with bicycle / pedestrian crashes and will re-classify the “other” accidents based on the accident description in reports.

Individual: Michael Pacelli
Date: March 8, 2007
Time: 2:25 PM
Organization: Town of Queen Creek
Phone No.: (480) 358-3065

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

None.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

zz. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Not much crash analysis is performed and no existing distance related thresholds for determining “intersection related”.

aaa. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Manner of collision is used.

bbb. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- clxxi. cargo_body_type
- clxxii. event sequence
- clxxiii. restraint_used
- clxxiv. surface_condition
- clxxv. seat_number

- clxxvi. control_type
- clxxvii. prior_harmful
- clxxviii. unit_action
- clxxix. violation
- clxxx. body_style

Has not been an issue.

Individual: Tracy Eberlein
Date: March 6, 2007
Time: 4:25 PM
Organization: City of Surprise
Phone No.: (623) 875-4347

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No. Hard copies of accident reports are provided to the city

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?
No extensive crash analysis performed at this time.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

ccc. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A

ddd. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

eee. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

clxxxi. cargo_body_type

clxxxii. event sequence

clxxxiii. restraint_used

clxxxiv. surface_condition

clxxxv. seat_number

- clxxxvi. control_type
- clxxxvii. prior_harmful
- clxxxviii. unit_action
- clxxxix. violation
- exc. body_style

N/A.

Individual: Julian Dresang
Date: March 6, 2007
Time: 4:30 PM
Organization: City of Tempe
Phone No.: (480) 350-8025

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

Police Department retains hard copies of the crash reports. Will follow-up with an email on whether they use any supplemental guidelines.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

Will email a sample output from the city crash database.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

fff. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

All crashes occurring within 200 feet of the center of the intersection are considered related to the intersection. But the city crash database also has an option of selecting all of crashes determined by the investigating officer as “intersection related”.

ggg. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Manner of collision is used.

hhh. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- cxc. cargo_body_type
- cxcii. event sequence
- cxciii. restraint_used
- cxciv. surface_condition

- cxcv. seat_number
- cxcvi. control_type
- cxcvii. prior_harmful
- cxcviii. unit_action
- cxcix. violation
- cc. body_style

Not known. Will follow up in an email.

Individual: Miles Johnson
Date: March 9, 2007
Time: 2:50 PM
Organization: City of Wickenburg
Phone No.: (928) 668-0512

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis or use of crash database.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- iii. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

- jjj. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

- kkk. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

cci. cargo_body_type

ccii. event sequence

cciii. restraint_used

cciv. surface_condition

ccv. seat_number

ccvi. control_type

- ccvii. prior_harmful
- ccviii. unit_action
- ccix. violation
- ccx. body_style

N/A.

Individual: Jesse Mendez
Date: March 9, 2007
Time: 11:30 AM
Organization: Town of Youngtown
Phone No.: (623) 933-8286

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis or use of crash database.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- iii. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

- mmm. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

- nnn. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- ccxi. cargo_body_type
- ccxii. event sequence
- ccxiii. restraint_used
- ccxiv. surface_condition
- ccxv. seat_number
- ccxvi. control_type

- ccxvii. prior_harmful
- ccxviii. unit_action
- ccxix. violation
- ccxx. body_style

N/A.

Individual: Jeff Herb (Via Email from Ken Maruyama)
Date: March 13, 2007
Time: 11:55 AM
Organization: City of Gilbert
Phone No.: (480) 503-6756 (Through email KenM@ci.gilbert.az.us)

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No.

2. If yes, is there a document with these supplemental guidelines?

No.

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

No.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

- ooo. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

We don’t have defined distance in which a vehicle is categorized as intersection related. Judgment is exercised when making this determination.

- ppp. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Left turn crashes involve two vehicles traveling towards each other in which one vehicle makes a left turn movement into the other vehicle. Angled crashes involve two vehicles traveling left-to-right or right-to-left in front of another vehicle involved in the crash.

- qqq. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

- ccxxi. cargo_body_type
- ccxxii. event sequence
- ccxxiii. restraint_used

- ccxxiv. surface_condition
- ccxxv. seat_number
- ccxxvi. control_type
- ccxxvii. prior_harmful
- ccxxviii. unit_action
- ccxxix. violation
- ccxxx. body_style

No.

Individual: Jim Ricker
Date: March 15, 2007
Time: 1:15 PM
Organization: Town of Guadalupe
Phone No.: (480) 505-5380

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis or use of crash database.

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

rrr. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

sss. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

ttt. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

ccxxxi. cargo_body_type

ccxxxii. event sequence

ccxxxiii. restraint_used

ccxxxiv. surface_condition

ccxxxv. seat_number

- ccxxxvi. control_type
- ccxxxvii. prior_harmful
- ccxxxviii. unit_action
- ccxxxix. violation
- ccxl. body_style

N/A.

Individual: Jason Earp
Date: March 15, 2007
Time: 2:30 PM
Organization: Town of Tolleson
Phone No.: (623) 478-8730

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No crash analysis in the past to his knowledge. A consultant hired to do a study on Van Buren to locate traffic signals. Police department may perform some crash analysis. Contact Chief Larry Rodriguez (623 936-7111)

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?

N/A.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

uuu. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

N/A.

vvv. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

N/A.

www. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

ccxli. cargo_body_type

ccxlii. event sequence

- ccxl.iii. restraint_used
- ccxl.iv. surface_condition
- ccxl.v. seat_number
- ccxl.vi. control_type
- ccxl.vii. prior_harmful
- ccxl.viii. unit_action
- ccxl.ix. violation
- cccl. body_style

N/A.

Individual: Todd Taylor
Date: March 29, 2007
Time: 2:30 PM
Organization: City of Scottsdale
Phone No.: (480) 312-7641

Summary of Conversation:

1. Do you use a set of supplemental guidelines in addition to the “ARIZONA TRAFFIC ACCIDENT REPORT INSTRUCTION MANUAL AND GLOSSARY 7TH EDITION” dated December 2000?

No supplemental guidelines

2. If yes, is there a document with these supplemental guidelines?

N/A

3. Do you use any documented guidelines or definitions in analyzing data from ADOT ALISS?
None. Actually City of Scottsdale maintains its own crash database in MS Access and their staffs enter the crash data from the crash reports provided by the police department.

4. Are there any definitions of data elements in ALISS or Police Accident Report (PAR) form that have been in use in your jurisdiction that may differ from the published definitions of ADOT? (e.g. intersection-related accidents)

xxx. Do you define an “*intersection related*” crash based on a pre-defined distance of the crash occurrence spot from the center of an intersection? If so, what is this distance?

Yes. All crashes on all approaches within 100 feet of the prolongation of the curb lines are considered “intersection related” crashes.

yyy. How do you identify left-turn crashes (i.e. crashes involving left-turn vehicles)? (Manner of Collision has an attribute named “left-turn accident”) and how do you identify angle crashes? How do these two differ based on your definitions?

Using “Manner of Collision” in the crash reports as determined the investigating officer.

zzz. In your crash analyses, do you use any of the “other” values that are coded for the following data fields?

ccli. cargo_body_type

cclii. event sequence

- ccliii. restraint_used
- ccliv. surface_condition
- cclv. seat_number
- cclvi. control_type
- cclvii. prior_harmful
- cclviii. unit_action
- cclix. violation
- cclx. body_style

Have not been an issue in crash analyses.