INTRODUCTION

- Team
- BOTS
- DMS
- DT
- Use TO PS
- Around the room

OUTLINE

- History
- Elements and Attributes
- Walk Through Example
- Examples
PAST

- According to the CDIPG, one refrain commonly heard from police is that “crash forms are being completed just for insurance companies.”
- WisDOT MV4000 Instruction Manual
  - Primary training resource for WI officers
  - Last updated in 1998
  - Brief and vague concerning engineering fields
  - Has limited definition of what flag hills or curves
  - Poor definition of traffic barriers
  - No discussion of roundabouts.

PRESENT

Help Screens

TraCS has built-in help screens that can be accessed for a data field by pressing the <F2> key. Help is available for each of the forms in the suite. The help button on the toolbar brings up information about the TraCS software in general.

FUTURE

- Crash Elements and Attributes
  - Brown County Sheriff
  - La Crosse County Sheriff
  - City of Madison
  - City of Milwaukee
  - Wisconsin State Patrol
  - Oneida Tribal Police, and
  - Analysts.
CRASH DATA WORK GROUP

- DMV
- DSP
- DTM
- DTSD
- DBM
- TOPS Lab

NATIONAL PERSPECTIVE: MODEL MINIMUM UNIFORM CRASH CRITERIA (MMUCC)

FAST ACT

MMUCC
- 110 Crash Data Elements
- 77 Collected From Scene
- 33 Fielded
- 23 Linked
- 4 Categories
- Crash Data Elements
- Vehicle Data Elements
- Person Data Elements
- Roadway Elements

FAST Act
- Safety Performance Measures

NATIONAL PERSPECTIVE: CRASH DATA IMPROVEMENT PROGRAM (CDIP)

- Timeliness
- Accuracy
- Completeness
- Consistency
- Accessibility
- Integration

Traffic Safety Information Systems
CRASH DATABASE - OBJECTIVES

- Streamline Crash Data Processing
- Modernize the Data Management System
- Improve Crash Data Quality — MMUC/CARRE
- Take Full Advantage of the TraCS Location Dialogue Box (TLT)
- Enhance Crash Data Access and Interoperability
- Support More Frequent Updates to the Crash Form

IMPACTS TO LAW ENFORCEMENT

- TraCS Form Transmission Process
- Automate Up-Front Validation Steps
- Requirement for Electronic Reporting
- Maintain Communication & Feedback During Resolve Processing
- TIME, Wisconsin Gov Access Unchanged
- Changes to Data Extracts, WiTransPortal

- Weed out fields that had become obsolete and identify others that were not being collected (i.e. roundabouts or cell phone use)
- Form is more intuitive and there is a saving at both the state and local level by gathering correct and accurate data
- Easily describe what happened (i.e., cell phone usage, roundabouts, cross median crashes)

BROADER LOOK

- Tried to simplify when possible
  - Working towards a change in PDO threshold
  - Parking Lot
  - Non-Domesticated Animal/PDO crash
  - Unit Status
    - Hit and run
  - Amendments
  - Fatal Supplement
  - Fatal Underwrite
  - On Emergency
  - Driver Report Form – DT4002
  - No paper forms
INJURY SEVERITY
THE DETERMINATION OF WHICH ATTRIBUTE TO ASSIGN SHOULD BE BASED ON THE LATEST INFORMATION AVAILABLE AT THE TIME THE REPORT IS COMPLETED, EXCEPT FOR FATAL INJURIES.

• Fatal Injury (K) – Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to “Fatal”.

• Suspected Serious Injury (A) – An injury other than fatal which results in one or more of the following:
  - Severe laceration resulting in exposure of underlying tissues/muscle/organ or resulting in significant loss of blood
  - Broken or distorted extremity (arm or leg)
  - Crush injuries
  - Suspected skull, chest or abdominal injury other than bruises or minor lacerations
  - Significant burns (second and third degree burns over 10% or more of body)
  - Unconsciousness when taken from the crash scene, or paralysis.

• Suspected Minor Injury (B) – Any injury that is evident at the scene of the crash, other than fatal or serious injuries.

  - Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

• Possible Injury (C) – Any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury.

  - Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or pressure. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

• No Apparent Injury (O) – No reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

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Crash Level

<table>
<thead>
<tr>
<th>Crash Level</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Emergency Flag</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hit and Run</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Property</td>
<td></td>
<td></td>
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<tr>
<td>Trailer or Towed</td>
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<td></td>
</tr>
<tr>
<td>Active School Zone</td>
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</tr>
<tr>
<td>Work Zone-Related</td>
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</tr>
</tbody>
</table>
Indicate where in the work zone the first harmful event occurred.

- **Before the First Work Zone Warning Sign** – area before the start of the actual marked work zone. This attribute applies when the first harmful event of the crash occurs outside (before) the first warning sign, signal, or indicator marking the start of the work zone, but before any change in the flow of traffic related to the movement of the traffic units through or entry into the work zone.

- **Advance Warning Area** – located after the first warning sign before the work zone. This is the area within a work zone where motorists are warned of changes in the flow of traffic, as a result of the work zone. This attribute applies when the first harmful event of the crash occurs within the marked work zone after the first warning sign, signal, or indicator marking the start of the work zone but before any change in the flow of traffic. This attribute applies when the first harmful event of the crash occurs within the advance warning area after the first warning sign, signal, or indicator marking the start of the work zone but before any change in the flow of traffic related to the movement of the traffic units through or entry into the work zone.

- **Activity Area** – located adjacent to the actual work area, whether workers and equipment were present or not. This is the area within a work zone where the activity associated with the marked work zone is taking place. This attribute applies when the first harmful event of the crash occurs within the area where the activity is taking place.

- **Termination Area** – located after the activity area but before traffic resumes normal conditions. This is the area within a work zone where motorists are transitioned from the modified flow of traffic in the work zone back to the normal flow of traffic for the roadway. This attribute applies when the first harmful event of the crash occurs in the area where motorists are transitioned back to normal flow of traffic after the modified flow of traffic in the work zone.
Indicates the type of work zone where the first harmful event occurred.

- **Lane Closure** – This is a work zone where the work activity results in the closure of a travel lane within a zone resulting in the re-routing of vehicles to a different lane for travel in that direction.
- **Lane Shift/Crossover** – This is a work zone where the work activity results in the re-routing of vehicles through a lane shift where the number of lanes is maintained and those lanes are shifted several feet to one side to enable more work space by using the shoulder to carry traffic.
- **Work on Shoulder or Median** – This is a work zone where the work activity is occurring on the shoulder or median adjacent to the travel lanes. This type of work zone would not require a closure of a lane or shift of vehicle traffic.
- **Intermittent or Moving Work** – This is a work zone where the work activity involves the construction vehicles traveling (moving) along the trafficway and either stopping periodically to perform work (e.g., pothole patching) or performing slow-moving operations (e.g., pavement marking convoys).

Indicates if the work zone type was “other”.

Indicates if workers were present at the work zone when the crash occurred.

- **Yes**
- **No**
- **Unknown**
### Crash Level

<table>
<thead>
<tr>
<th>Location of Work Zone Crash</th>
<th>Work Zone Type</th>
<th>Work Zone Type – Other</th>
<th>Workers Present</th>
<th>Law Enforcement Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loca&gt;on Details</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flags</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crash Level</td>
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<tr>
<td>Vehicle Level</td>
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<tr>
<td>Person Level</td>
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<tr>
<td>Roadway Level</td>
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</tr>
<tr>
<td>Objects</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Fatal Supplement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meta Data</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Loca>on of Work Zone Crash**

**Work Zone Type**

**Work Zone Type – Other**

**Workers Present**

**Law Enforcement Present**

Indicates if law enforcement was present at the work zone when the crash occurred:
- No
- Officer Present
- Law Enforcement Vehicle Only Present

**Work Zone Speed Limit**

<table>
<thead>
<tr>
<th>Work Zone Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advisory / Regulatory</td>
</tr>
<tr>
<td>Normal Posted Speed</td>
</tr>
</tbody>
</table>

**The posted speed limit in the work zone where the crash occurred.**

**Advisory / Regulatory Speed Limit**

<table>
<thead>
<tr>
<th>Work Zone Speed Limit</th>
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<tr>
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</tr>
</tbody>
</table>

**Normal speed limit in the work zone.**

**Advisory / Regulatory Speed Limit**

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<tr>
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</thead>
<tbody>
<tr>
<td>Advisory / Regulatory</td>
</tr>
<tr>
<td>Normal Posted Speed</td>
</tr>
</tbody>
</table>

**Indicates if the speed limit was advisory or regulatory in the work zone.**
### Work Zone Crash Details

<table>
<thead>
<tr>
<th>Location of Work Zone Crash</th>
<th>Work Zone Type</th>
<th>Workers Present</th>
<th>Law Enforcement Present</th>
<th>Work Zone Speed Limit</th>
<th>Advisory / Regulatory Speed Limit</th>
<th>Normal Posted Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td>The normal posted speed limit in the work zone where the crash occurred.</td>
</tr>
</tbody>
</table>

### Secondary Crash

Indicates if this crash may have occurred because of a previous crash: Examples would include gawkers, or vehicles slowing to examine the previous crash.

### Wisconsin Motor Vehicle Crash

#### Form DT4000

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Form DT4000 - Secondary Crash

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>
### Secondary Crash

**Crash Scene**

- **Witness**
- **LEA**

**Crash Document**

- **Location**
- **Details**
- **Flags**
- **Work Zone**

**Secondary Incident**

The document number of prior crash that may have contributed to secondary crash.

**Wiscosin Motor Vehicle Crash**

**Form DT600**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Description</th>
<th>Notes</th>
<th>Date/Time</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>

**Crash Level**

- **Vehicle Level**
- **Person Level**
- **Roadway Level**

**Objects**

**Fatal Supplement**

**Meta Data**

**Arrival Date**

**Arrival Time**

**Lane Closure Start**

**Closure Type**

**Reason for Closure**

**Date Initial Lane/Road Closed**

**Time Initial Lane/Road Closed**

**Date All Lanes Open**

**Time All Lanes Open**

**Date Scene Cleared**

**Time Scene Cleared**

Date (YYYYMMDD) the law enforcement officer arrived at the crash scene.
<table>
<thead>
<tr>
<th>Crash Level</th>
<th>Arrived Date</th>
<th>Arrived Time</th>
<th>Lane Closure Due to Crash</th>
<th>Closure Type</th>
<th>Reason for Closure</th>
<th>Date Initial Lane/Road Closed</th>
<th>Time Initial Lane/Road Closed</th>
<th>Date All Lanes Open</th>
<th>Time All Lanes Open</th>
<th>Date Scene Cleared</th>
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Indicates if any lanes were closed due to the crash.

- **Full Closure** – Indicates a crash where the whole roadway, in both directions, is closed due to the traffic crash.
- **Closure – One Direction** – Indicates a crash where one direction of travel is closed due to the traffic crash.
- **Lane Closure** – Indicates a crash where one (or more) lanes in one direction are closed due to the crash. However, the traffic continues to flow in the direction, outside the closed lane(s).
- **Other Closure**

### Notes

- **Crash Scene**
- **Witness**
- **LEA**
- **Crash Document**
- **Location Details**
- **Flags**
- **Work Zone**
- **Secondary Incident**
- **Crash Level**
- **Vehicle Level**
- **Person Level**
- **Roadway Level**
- **Objects**
- **Fatal Supplement**
- **Meta Data**
### Crash Scene Details

- **Arrival Date**: [Date]
- **Arrival Time**: [Time]
- **Lane Closure Due to Crash**: 
  - [Type of Lane Closure]
- **Reason for Closure**: 
  - [Reasons for Lane Closure]
- **Date Initial Lane/Road Closed**: [Date]
- **Time Initial Lane/Road Closed**: [Time]
- **Date All Lanes Open**: [Date]
- **Time All Lanes Open**: [Time]
- **Date Scene Cleared**: [Date]
- **Time Scene Cleared**: [Time]

### Closing

The crash scene was cleared on [Date] at [Time].
<table>
<thead>
<tr>
<th>Crash Level</th>
<th>Crash Scene</th>
<th>Witness</th>
<th>LEA Crash Document</th>
<th>Location Details</th>
<th>Flags</th>
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</tr>
</tbody>
</table>

**Arrival Date**: Date (YYYYMMDD) the crash scene was cleared after the crash occurred.

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**Lane Closure Due to Crash**: Lane closure due to crash.

**Closure Type**: Type of lane closure.

**Reason for Closure**: Reason for lane closure.

**Date Initial Lane/Road Closed**: Date initial lane/road closed.

**Time Initial Lane/Road Closed**: Time initial lane/road closed.

**Date All Lanes Open**: Date all lanes opened.

**Time All Lanes Open**: Time all lanes opened.

**Date Scene Cleared**: Date (YYYYMMDD) the road or lane was opened after a closure due to the crash.

**Time Scene Cleared**: Time the road or lane was opened after a closure due to the crash.
### Crash Level

<table>
<thead>
<tr>
<th>Event</th>
<th>Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>lane６</td>
<td>Penultimate</td>
</tr>
</tbody>
</table>

### Location

- Recommend use of TraCS Location Dialogue Box (TL D)
- Do not override because of the data it pulls.

### Sequence of Events

- At the Crash Level: First Harmful Event - The first injury or damage-producing event that characterizes the crash type.
- At the Unit Level: Most Harmful Event.
- At Unit Level - The event(s) in sequence related to this motor vehicle, including both non-collision, as well as collision events. When more than four events occur in a vehicle's sequence eliminate non-harmful events. This list is used for the 1st event, 2nd event, 3rd event, and 4th event.
OTHER QUICK PIECES OF INFORMATION

- Safety Equipment
- Motorcyclist
- Pedestrian
- Bicyclist
- Citations
- Owner
- Distractions

TRUCK AND BUS

- Fields need to be filled regardless of the FMCSA fields
- Pool Chemicals on Bike

WALK THROUGH EXAMPLE

Crash 1: (2 unit – Car & Pickup Truck – construction/lane closure)
- Unit 1 was driving through a construction zone and hit the back of a Unit 1 and then struck a Utility Pole. A lane was closed partially while the tow truck pulled Unit 1.
- Unit 1 – Passenger car. Driver and teenager both had seatbelt. Minor Damage, towed, airbag.
- Unit 2 – Pickup Truck Driver with seatbelt
- Location – Construction Zone, State Highway, through a municipality.
QUESTIONS

• Comments or concerns:
  • crash.database@dot.wi.gov