



WISCONSIN'S NEW CRASH REPORT FORM – DT4000



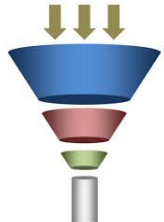
INTRODUCTION



- Team
- BOTS
- DMV
- WSP
- UW-TOPS
- Around the room

OUTLINE

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



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PAST



Paper crash report backlogs in Texas



• According to the CDIPG, one refrain commonly heard from police is that "crash forms are being completed just for insurance companies"

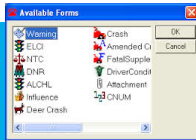
• **WisDOT MV4000 Instruction Manual**

- Primary training resource for WI officers
- Last updated in 1998
- Brief and vague concerning engineering fields
- No baseline definition of when to flag hills or curves
- Poor definition of traffic barrier
- 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
- 2012
- 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

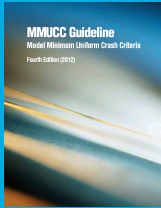
- DMV
- DSP
- DTIM
- DTSD
- DBM
- TOPS Lab



**NATIONAL PERSPECTIVE:
MODEL MINIMUM UNIFORM CRASH CRITERIA (MMUCC)
FAST ACT**

MMUCC

- 110 Crash Data Elements
 - 77 Collected From Scene
 - 10 Derived
 - 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 – MMUCC / MIRE
- 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, WisTransPortal
- 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 that there is a great savings 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 Notifications
- On Emergency
- Driver Report Form – DT4002
- No paper forms

INJURY SEVERITY

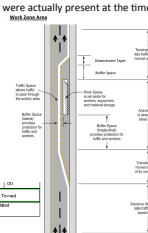
THE DETERMINATION OF WHICH ATTRIBUTE TO ASSIGN SHOULD BE BASED ON THE LATEST INFORMATION AVAILABLE AT THE TIME THE REPORT IS COMPLETED, EXCEPT FOR FATAL INJURIES.

- **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:
 - o Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood,
 - o broken or distorted extremity (arm or leg),
 - o crush injuries,
 - o suspected skull, chest or abdominal injury other than bruises or minor lacerations,
 - o significant burns (second and third degree burns over 10% or more of body),
 - o unconsciousness when taken from the crash scene, or paralysis.

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.

- **Suspected Minor Injury (B)** – Any injury that is evident at the scene of the crash, other than fatal or serious injuries.
 - o 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.
 - o Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. 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.

Crash Level	Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data															
Document	Crash	Location	Details	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA												
On Emergency Flag	<p>A crash that occurs in a construction, maintenance, or utility work zone or related to activity within a work zone whether or not workers were actually present at the time of the crash.</p> <p>Note Applies whether or not the crash occurred during working hours. "Work zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.</p> 																				
Hit and Run	<table border="0"> <tr> <td><input type="checkbox"/> On Emergency</td> <td><input type="checkbox"/> Hit and Run</td> <td><input checked="" type="checkbox"/> Lane Reduction</td> <td><input checked="" type="checkbox"/> Work Zone</td> <td><input checked="" type="checkbox"/> Trailer or Towed</td> <td><input type="checkbox"/> Police or Report</td> </tr> <tr> <td><input checked="" type="checkbox"/> Government Property</td> <td><input type="checkbox"/> Not in School Zone</td> <td colspan="4"></td> </tr> </table>									<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Reduction	<input checked="" type="checkbox"/> Work Zone	<input checked="" type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Police or Report	<input checked="" type="checkbox"/> Government Property	<input type="checkbox"/> Not in School Zone				
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Reduction	<input checked="" type="checkbox"/> Work Zone	<input checked="" type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Police or Report																
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Government Property																					
Trailer or Towed																					
Active School Zone																					
Work Zone Related																					

Crash Level		Vehicle Level		Person Level		Roadway Level		Objects		Fatal Supplement		Meta Data	
Document	Crash	Location	Detail	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA				
Location of Work Zone Crash		Indicates the type of work zone where the first harmful event occurred.											
Work Zone Type		<ul style="list-style-type: none">• Lane Closure – This is a work zone where the work activity results in the closure of a travel lane in one direction 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 workspace 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 travel.• 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).• Other											
Work Zone Type – Other		Work Zone Crash Location		Work Zone Crash Type									
Workers Present		Workers Present		Law Enforcement Present									
Law Enforcement Present													
Work Zone Speed Limit													
Advisory / Regulatory Speed Limit													
Normal Posted Speed Limit													

Crash Level		Vehicle Level		Person Level		Roadway Level		Objects		Fatal Supplement		Meta Data	
Document	Crash	Location	Detail	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA				
Location of Work Zone Crash													
Work Zone Type													
Work Zone Type – Other		Officer can define the type of work zone, if the work zone type was "other".											
Workers Present													
Law Enforcement Present													
Work Zone Speed Limit													
Advisory / Regulatory Speed Limit													
Normal Posted Speed Limit													

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Document	Crash	Location	Detail	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA				
Location of Work Zone Crash													
Work Zone Type													
Work Zone Type – Other													
Workers Present		Indicates if workers were present at the work zone when the crash occurred.											
Law Enforcement Present		<ul style="list-style-type: none">• Yes• No• Unknown											
Work Zone Speed Limit		Work Zone Crash Location		Work Zone Crash Type									
Advisory / Regulatory Speed Limit		Workers Present		Law Enforcement Present									
Normal Posted Speed Limit		Work Zone Speed Limit		Advisory/Regulatory Speed Limit		Normal Posted Speed Limit							

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
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Location 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.								
Work Zone Speed Limit	<ul style="list-style-type: none">NoOfficer PresentLaw Enforcement Vehicle Only Present								
Advisory / Regulatory Speed Limit	Work Zone Crash Location		Work Zone Crash Type						
Normal Posted Speed Limit	Workers Present		Law Enforcement Present						
	Work Zone Speed Limit		Advisory/Regulatory Speed Limit		Normal Posted Speed Limit				

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Location of Work Zone Crash									
Work Zone Type									
Work Zone Type – Other									
Workers Present									
Law Enforcement Present									
Work Zone Speed Limit	The posted speed limit in the work zone where the crash occurred.								
Advisory / Regulatory Speed Limit	Work Zone Crash Location		Work Zone Crash Type						
Normal Posted Speed Limit	Workers Present		Law Enforcement Present						
	Work Zone Speed Limit		Advisory/Regulatory Speed Limit		Normal Posted Speed Limit				

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
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Location of Work Zone Crash									
Work Zone Type									
Work Zone Type – Other									
Workers Present									
Law Enforcement Present									
Work Zone Speed Limit									
Advisory / Regulatory Speed Limit	Identifies if the speed limit was advisory or regulatory in the work zone.								
Normal Posted Speed Limit	Work Zone Crash Location		Work Zone Crash Type						
	Workers Present		Law Enforcement Present						
	Work Zone Speed Limit		Advisory/Regulatory Speed Limit		Normal Posted Speed Limit				

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
Document	Crash	Location	Details	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA
Arrival Date	Closure Type		Reasons for Closure						
Arrival Time	Date Initial Lane/Road Closed	Time Initial Lane/Road Closed							
Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
Closure Type	<p>Describes the reason for the road/lane closure. Please select all that apply.</p> <ul style="list-style-type: none"> Tow Truck – Indicates a closure due to a tow truck at the scene of the crash. Fire/EMS – Indicates a closure due to the presence of EMS at the scene of the crash. Med Flight – Indicates a closure due to the presence of a Med Flight at the scene of the crash. Weather Conditions – Indicates a closure due to weather conditions. Secondary Crash – Indicates a closure due to another crash at the location. Other 								
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									

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Arrival Time	Date Initial Lane/Road Closed	Time Initial Lane/Road Closed							
Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
Closure Type	<p>Date (YYYYMMDD) the road or lane was initially closed due to the crash.</p>								
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									

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
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Arrival Time	Date Initial Lane/Road Closed	Time Initial Lane/Road Closed							
Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
Closure Type	<p>Time (military) the road or lane was initially closed due to the crash.</p>								
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									

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
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Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
Closure Type									
Reason for Closure									
Date Initial Lane/Road Closed									
Time Initial Lane/Road Closed									
Date All Lanes Open	Date (YYYYMMDD) the road or lane was opened after a closure due to the crash.								
Time All Lanes Open									
Date Scene Cleared									
Time Scene Cleared									

Crash Level		Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data		
Document	Crash	Location	Details	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA
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Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
Closure Type									
Reason for Closure									
Date Initial Lane/Road Closed									
Time Initial Lane/Road Closed									
Date All Lanes Open									
Time All Lanes Open	Time (military) the road or lane was opened after a closure due to the crash.								
Date Scene Cleared									
Time Scene Cleared									

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Lane Closure Due to Crash	Date Scene Cleared	Time Scene Cleared	Date/All Lanes Open	Time All Lanes Open					
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	Date (YYYYMMDD) the crash scene was cleared after the crash occurred.								
Time Scene Cleared									

Crash Level	Vehicle Level	Person Level	Roadway Level	Objects	Fatal Supplement	Meta Data			
Document	Crash	Location	Details	Flags	Work Zone	Secondary Incident	Crash Scene	Witness	LEA
Arrival Date									
Arrival Time									
Lane Closure Due to Crash									
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									

Time (military) the crash scene was cleared after the crash occurred.

LOCATION

- Recommend use of TraCS Location Dialogue Box (TLT)
- 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
 - Bicyclists
- 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
