



# City of Scottsdale 2020 Bicycle and Pedestrian Collision Report

# City of Scottsdale

## 2020 Bicycle and Pedestrian Collision Report

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# City of Scottsdale

## 2020 Bicycle and Pedestrian Collision Report

### INTRODUCTION

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The purpose of this document is to provide bicycle and pedestrian collision data for the City of Scottsdale for the most recent five (5) years of reported data. The data available at the time of this report is 2014-2018. This is the first report the City has produced of this type. It is expected that this report will be updated periodically. Due to the relative infrequency of bicycle and pedestrian collisions relative to vehicular collisions, it is anticipated that updates would occur less frequently than the Cities' biennial *Traffic Volume and Collision Report Manual*.

Using data available at the date of this publication, the City bicycle and pedestrian infrastructure inventory contains nearly two hundred (200) bicycle lane miles and nearly one hundred thirty (130) miles of shared use pathways with programs in place to expand those facilities over time. Also, at the time of this report, the League of American Bicyclists has designated the City of Scottsdale as a gold level member in the League's Bicycle Friendly Community program. The City has held gold status since 2011 and is re-evaluated every four (4) years.

During the five (5) year analysis period, there were a total of 378 documented bicycle collisions and 281 documented pedestrian collisions. This correlates to a yearly average of approximately 76 bicycle collisions and 56 pedestrian collisions. The data was vetted extensively, and each individual collision report was reviewed to confirm that the report did, in fact, involve a bicycle or pedestrian. This is an important distinction because a simple query of the collision type – at the state, regional, or local level – may yield different results. The discrepancies could be attributed to reporting criteria, officer interpretation, and human error. Because all documented collisions contained in this report have been vetted, there is a high degree of confidence that all bicycle and pedestrian collision reports for the five (5) year analysis period between 2014-2018 are accurately represented. It is also important to note that the data in the report is for bicycle and pedestrian collisions and that it is logical to expect there are bicycle and pedestrian collisions that do not result in a collision report and thus are not represented in the data contained in this report.

In addition to tabulated data, this report also includes graphical representations to illustrate the collision data. Bar and pie charts are used to show the relative percentages of collisions occurring for many different variables such as age, gender, day of week, time of day, action by motorist relative to the bicycle and pedestrian, and so on.

There are also maps contained within this report that provide a spatial representation of the locations where bicycle and pedestrian collisions have occurred. For the purposes of this report, the City was divided into four (4) distinct segments by geographic area – northern, central, southern, and downtown (“Old Town”). The maps provide a breakdown of total collisions by mode (bicycle or pedestrian) and by severity (serious injuries and fatalities).

When reviewing the report, it is also important to understand some of the applicable laws as they relate to bicyclists and pedestrians.

For bicyclists the following state statutes apply:

- It is legal to ride a bicycle on sidewalks in Scottsdale as well as the roadway.
- A bicyclist can ride in either direction on a sidewalk, but this can make them vulnerable to see, particularly to vehicles making a right turn in the same direction.
- It is illegal to ride a bicycle in the roadway against traffic (A.R.S. 28-721)
- It is illegal for motorist to enter an intersection without making a reasonable attempt of ensuring it is clear to proceed (A.R.S. 28-701A, 28-645.A.1.a, 28-773, 28-774).

For pedestrians the following state statutes apply:

- Arizona law requires drivers to exercise due care to avoid colliding with a pedestrian (A.R.S. 28-794).
- It is also against the law to pass vehicles stopped at marked or unmarked crosswalks when pedestrians are present (A.R.S. 28-792).
- Pedestrians walking or running along a roadside without sidewalks have a legal right to do so and vehicles must avoid colliding with them (A.R.S. 28-796) but if sidewalks are provided, a pedestrian shall not walk along and on an adjacent roadway (A.R.S. 28-796).
- A pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles on the roadway.
- At locations between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk (A.R.S. 28-793A and C).

There are numerous other laws that apply to both bicyclists and pedestrians; however, the intent of this report is to provide context to the collision categories and the laws referenced assist the reader with that intent.

It is anticipated that the *Bicycle and Pedestrian Collision Report* will provide a resource for practitioners in several applications. First, the report can be used as a screening tool for locations that have a documented history of bicycle and pedestrian collisions. This information can be supplemented with other references, such as the previously referenced biennial *Traffic Volume and Collision Report Manual*, to assist in identifying possible locations for road safety audits and device reviews. One of the challenges associated with the bicycle and pedestrian modes of transportation is knowing where to deploy traffic control to promote safe travel by anticipating latent demand. Understanding where collisions have occurred amongst bicyclists and pedestrians can assist to bridge that unknown. Second, locations that have a history of bicycle and pedestrian collisions can be identified for capital improvement projects. Third, knowing the locations with documented bicycle and pedestrian collisions can assist with identifying infrastructure improvements associated with private development. Fourth, understanding the behaviors associated with collisions involving bicycles and pedestrians can lead to better education, targeted enforcement, and influence design of new facilities such as bike lanes.

Below are approximate corridor locations that exhibit clusters of bicycle and pedestrian collisions between 2014 and 2018 broken down by geographic area – northern, central, southern, and Old Town. These locations are by listed by frequency and not by severity. As one may expect, the denser areas of the City – Southern Scottsdale and Old Town, have a larger number of collision clusters while the less densely populated area of northern Scottsdale had fewer clusters of collisions.

### **Northern**

Bicycle:

- Pima Road from Pinnacle Peak Road to Lone Mountain Road

Pedestrian:

- No discernable cluster(s)

### **Central**

Bicycle:

- Scottsdale Road from Shea Boulevard to Frank Lloyd Wright Boulevard
- Frank Lloyd Wright Boulevard from near the Loop 101 interchange east to Thompson Peak Parkway
- Area bounded by Via Linda to the south, Mountain View Road to the north, 90<sup>th</sup> Street to the west and 96<sup>th</sup> Street to the east

Pedestrian:

- Scottsdale Road between Greenway Road and Union Hills Drive
- Scottsdale Road between Mountain View Road and Cholla Street
- Area surrounding the Honor Health Medical Campus – Shea Boulevard, 90<sup>th</sup> Street, and 92<sup>nd</sup> Street

### **Southern**

#### Bicycle:

- Scottsdale Road from Roosevelt Street to McDowell Road
- McDowell Road from Scottsdale Road to Hayden Road
- Hayden Road from Thomas Road to Osborn Road
- McDonald Drive from Miller Road to Pima Road

#### Pedestrian:

- McDowell Road from Miller Road to Hayden Road
- Thomas Road near the intersection of Scottsdale Road to the east and west
- Scottsdale Road from McDowell Road to Thomas Road
- Indian School Road from Miller Road to Hayden Road

### **Old Town**

#### Bicycle:

- Scottsdale Road from Indian School Road to Chaparral Road

#### Pedestrian:

- Camelback Road from Goldwater Boulevard to 75<sup>th</sup> Street
- Scottsdale Road from Main Street to Indian School Road
- Stetson Drive/5<sup>th</sup> Avenue from Scottsdale Road to Wells Fargo Avenue

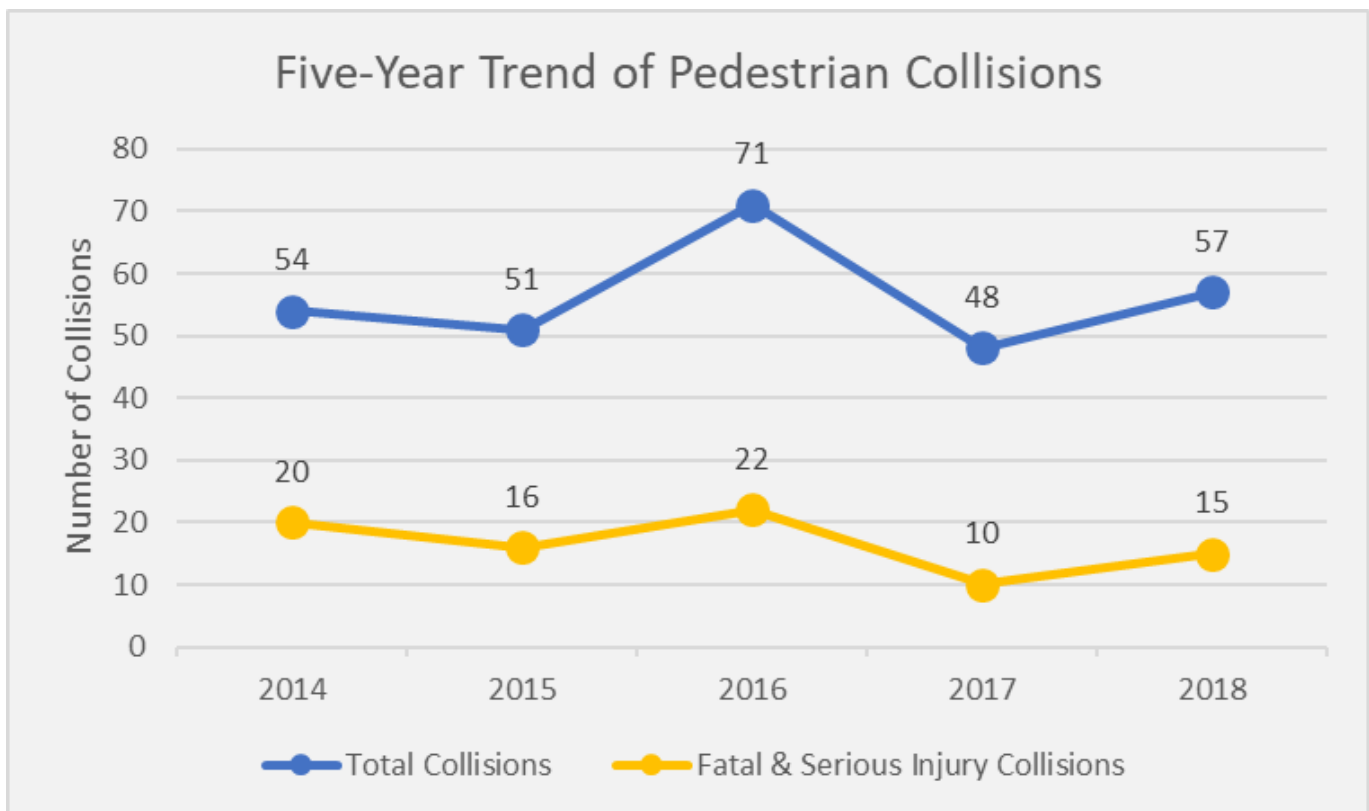
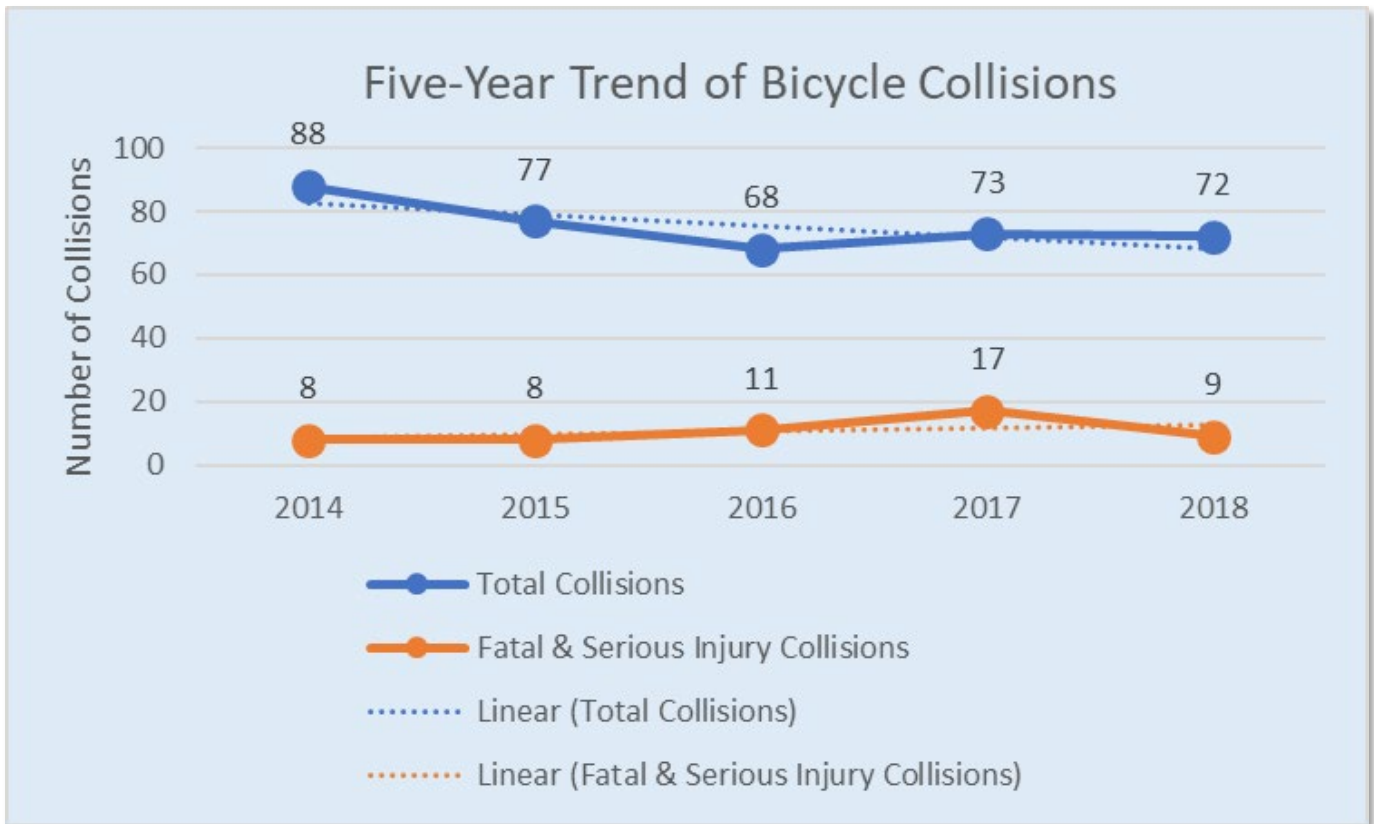
### From 2014 to 2018...

#### **Bicycle Collisions:**

- There were 378 bicycle collisions – an average of 76 collisions annually
- Of the 378 bicycle collisions, 55 involved hit-and-run collisions
- Bicycle collisions accounted for 1.7% of all collisions over the 5-years
- 15% of bicyclists were individuals under the age of 18
- 78% of bicycle collisions occurred during daylight
- 4% of bicycle collisions involved a party that was impaired
- 42% of bicycle collisions did not result in any violation
- The second highest reported bicycle violation (second to “no improper action”) was riding in the opposite direction of traffic (at 22%)
- The second highest reported driver violation (second to “no improper action”) was failure to yield right-of-way (at 26%)
- 80% of collisions involving bicyclists occurred within 150-feet of an intersection
- Bicycle collisions occurred most frequently between 3 PM and 6 PM and on Tuesdays
- October had the highest number of bicycle collisions with 45
- 44% of all bicycle collisions occurred while the motorist was making a right turn
- 33% of bicycle collisions occurred at uncontrolled locations and another 45% occurred at a signalized location.

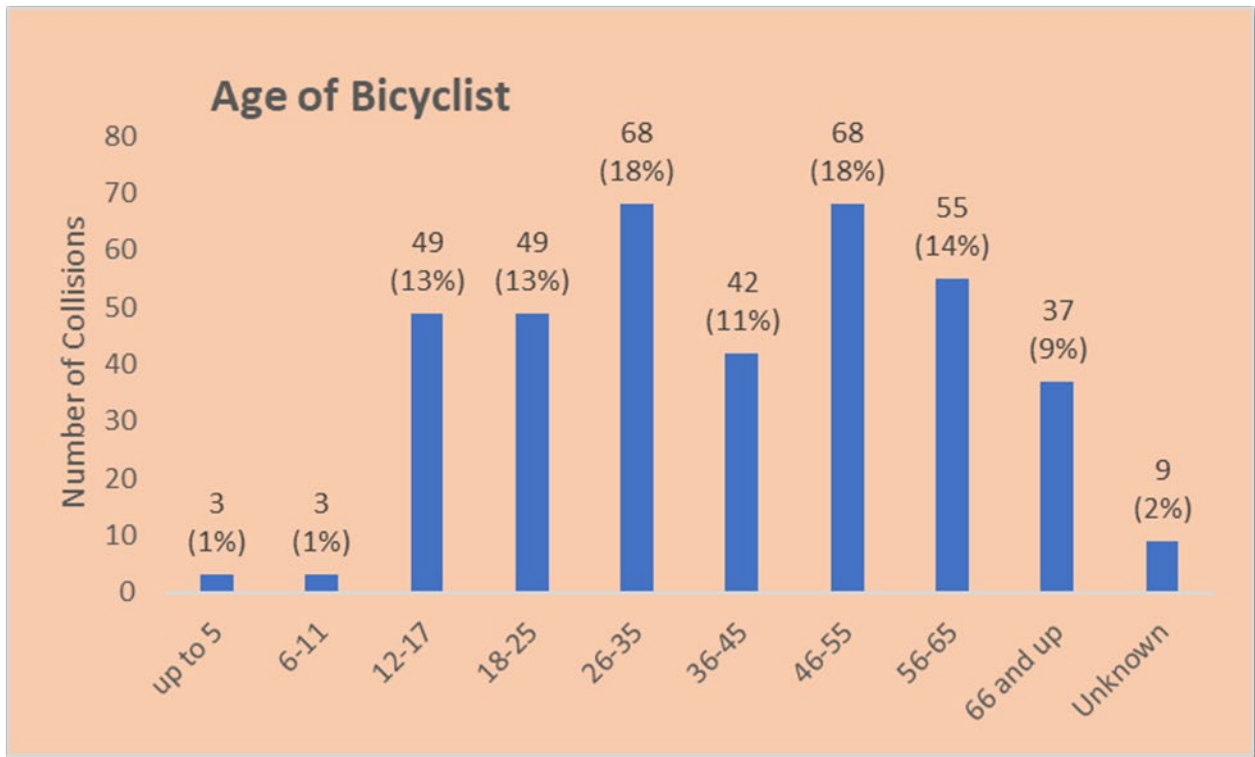
#### **Pedestrian Collisions:**

- There were 281 pedestrian collisions– an average of 56 collisions annually
- Of the 281 pedestrian collisions, 62 involved hit-and-run collisions
- Pedestrian collisions accounted for 1.3% of all collisions over the 5-years
- 11% of pedestrians were individuals under the age of 18
- 55% of pedestrian collisions occurred during daylight
- 16% of pedestrian collisions involved a party that was impaired
- 55% of pedestrian collisions did not result in any violation
- The second highest reported pedestrian violation (second to “no improper action”) was “did not use crosswalk” (at 21%)
- The second highest reported driver violation (second to “no improper action”) was failure to yield right-of-way (at 35%)
- 57% of pedestrian collisions within 150-feet of an intersection occurred while crossing in a marked crosswalk
- 48% of pedestrian collisions beyond 150-feet of an intersection occurred by crossing midblock
- Pedestrian collisions occurred most frequently between 3 PM and 6 PM and on Wednesdays
- March had the highest number of pedestrian collisions with 36
- 52% of all pedestrian collisions were categorized as the driver being at-fault
- 44% of pedestrian collisions occurred at uncontrolled locations

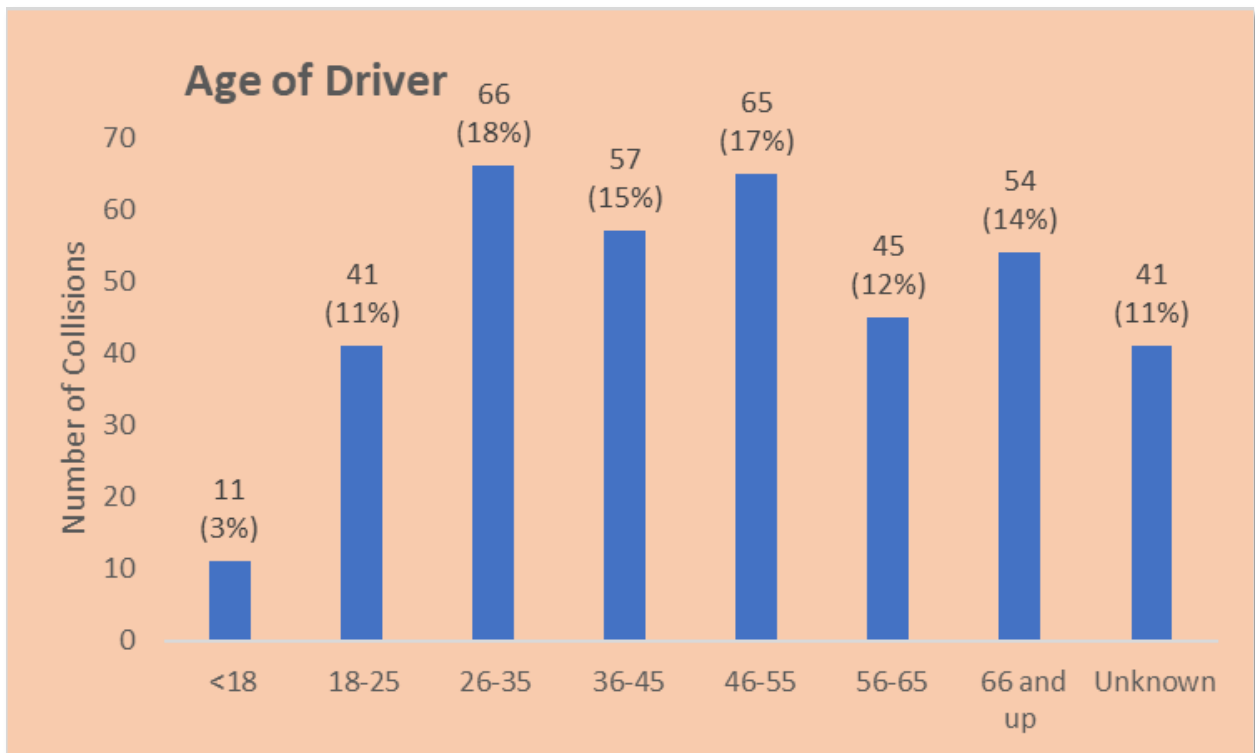




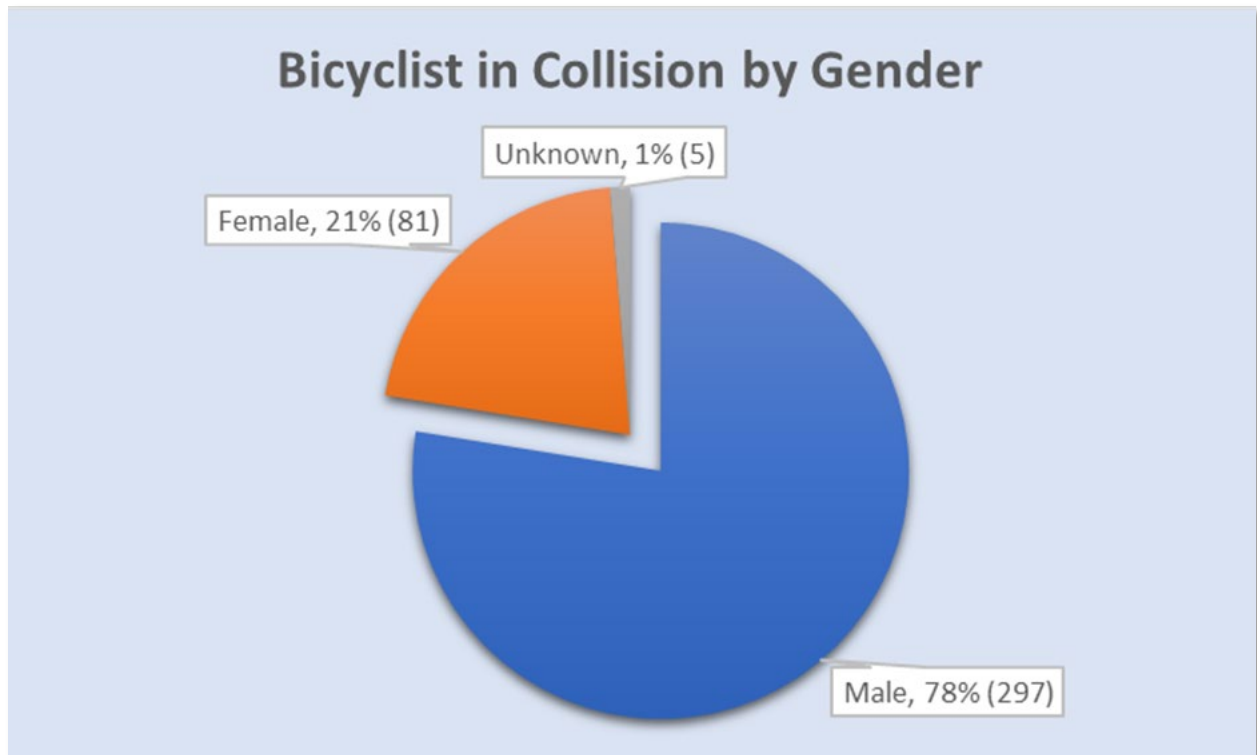
# BICYCLE COLLISION DATA (2014 – 2018)



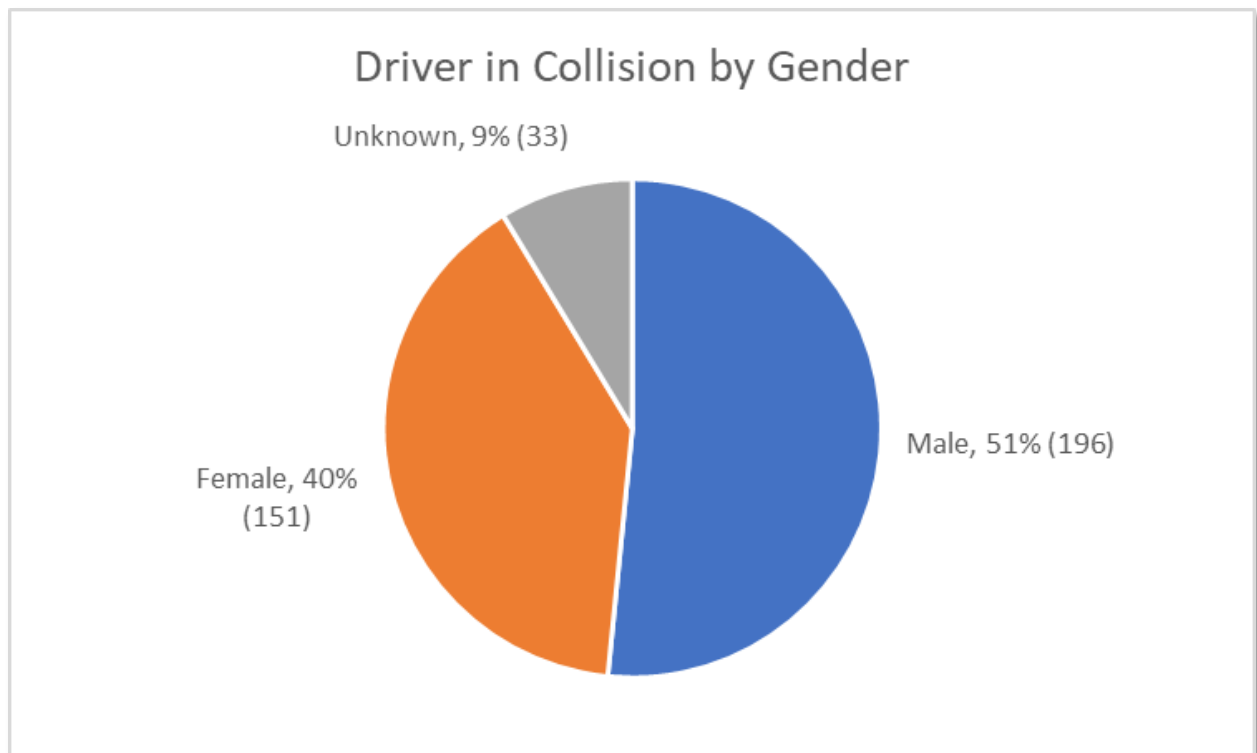
1 - Age of Bicyclist



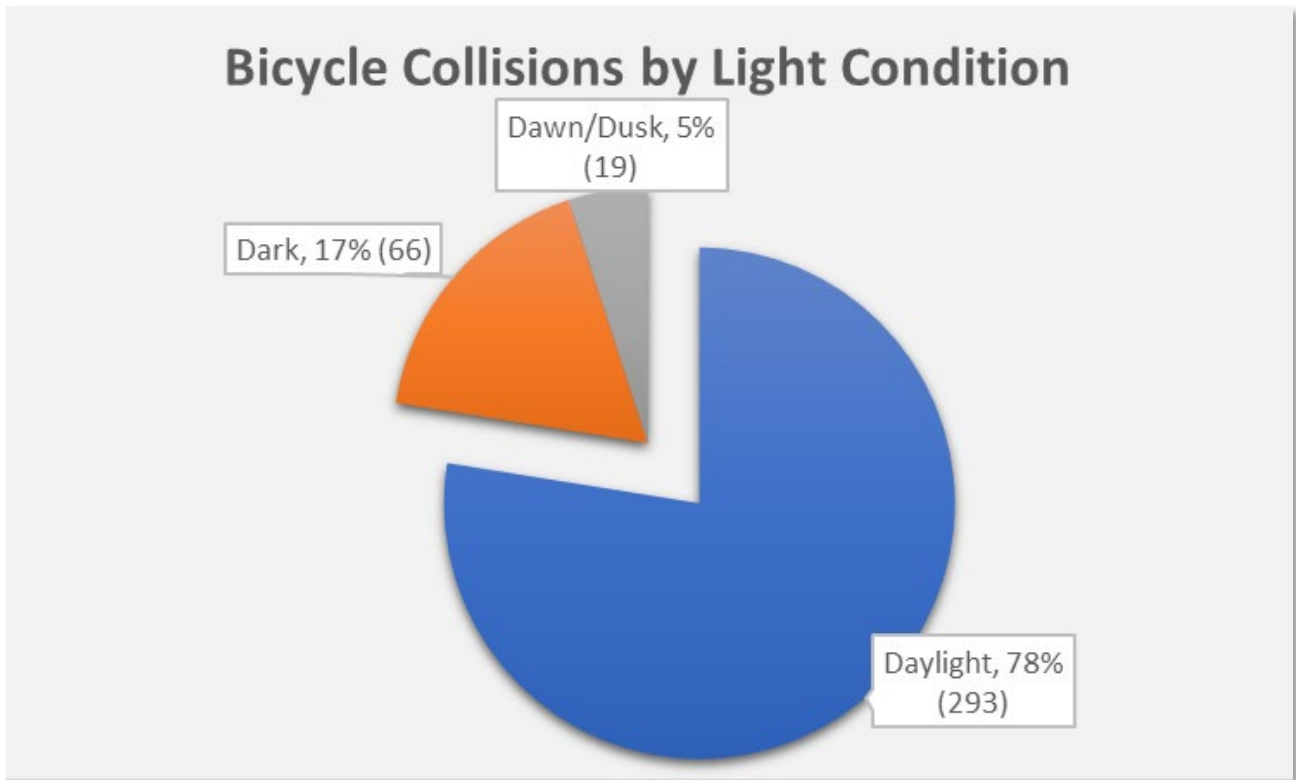
2 - Age of Driver



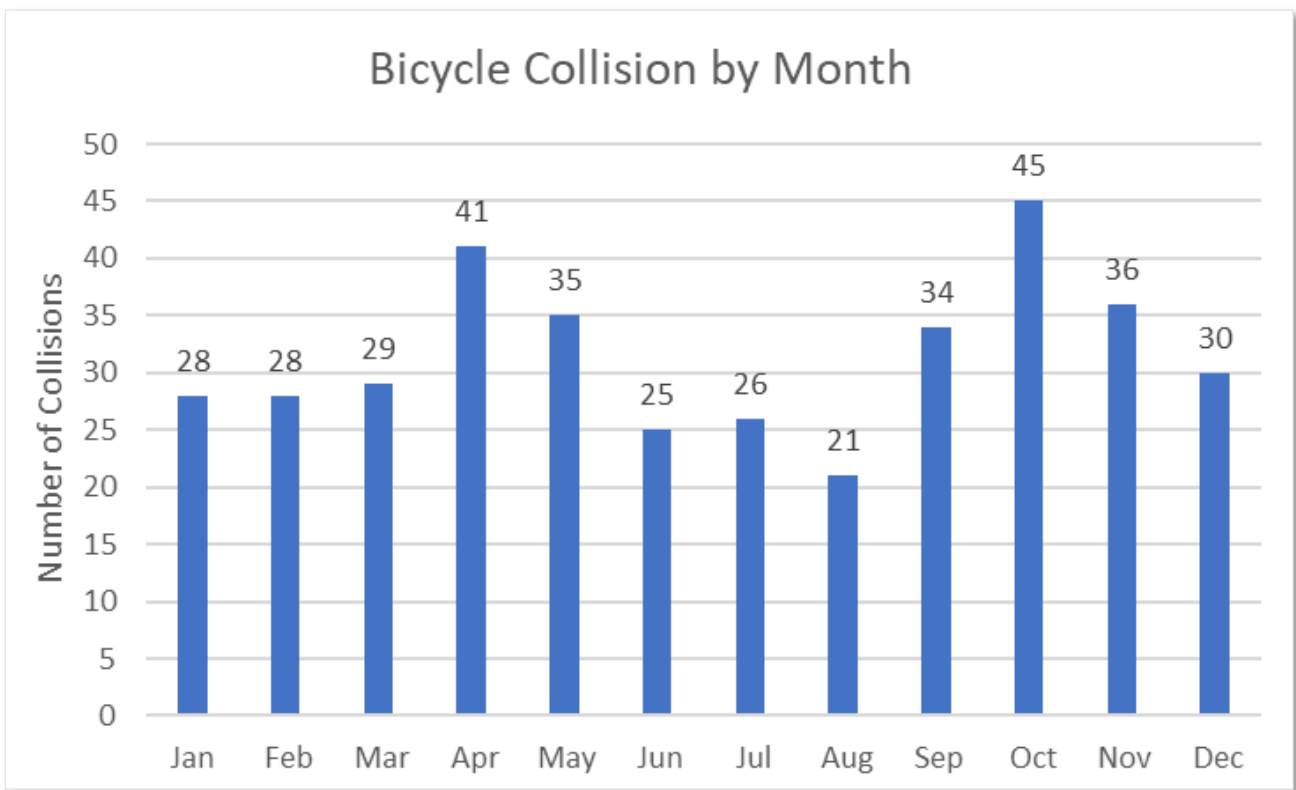
3 - Bicyclist in Collision by Gender



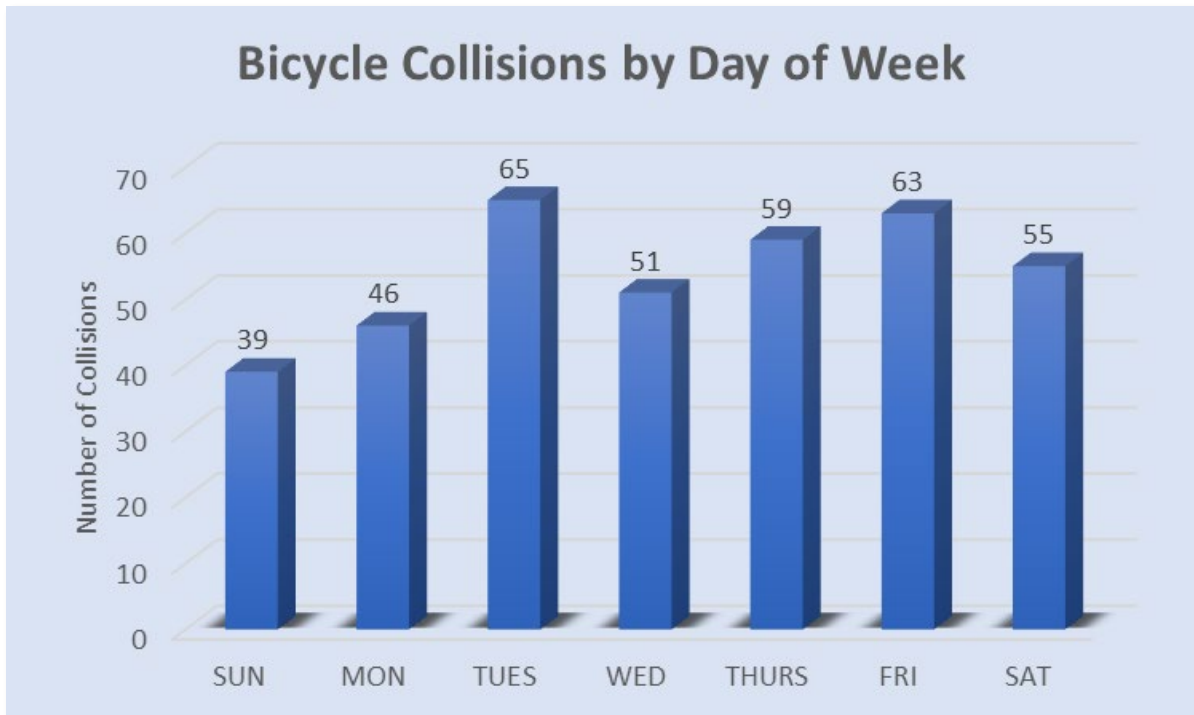
4 - Driver in Collision by Gender



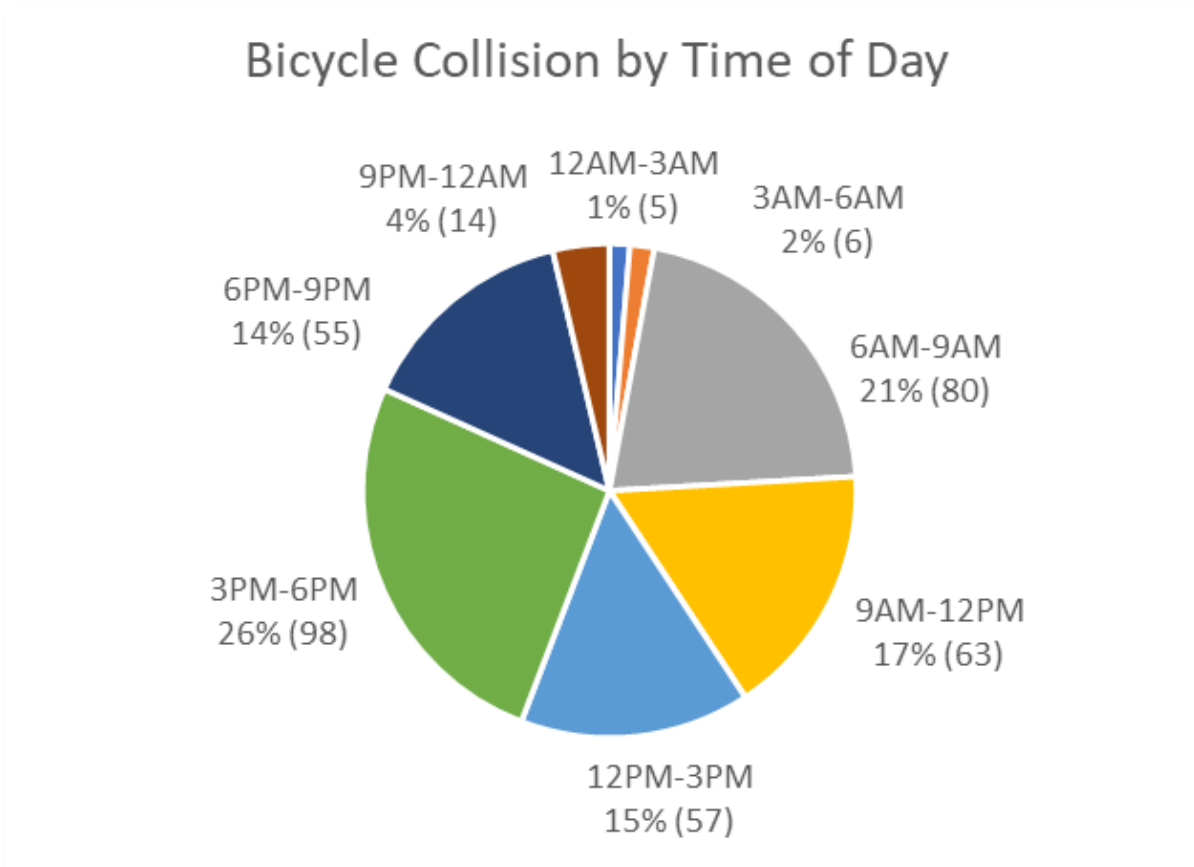
**5 - Bicycle Collisions by Light Condition**



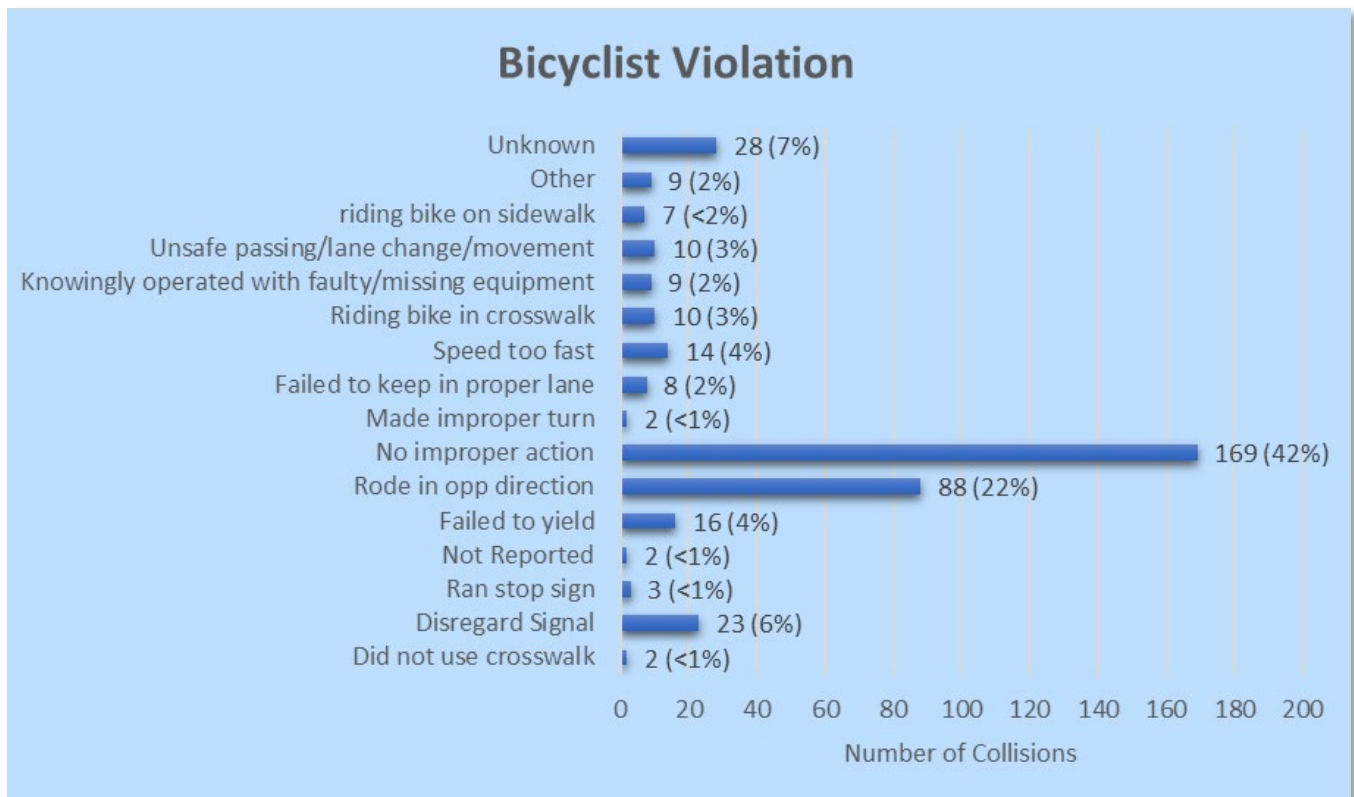
**6 - Bicycle Collision by Month**



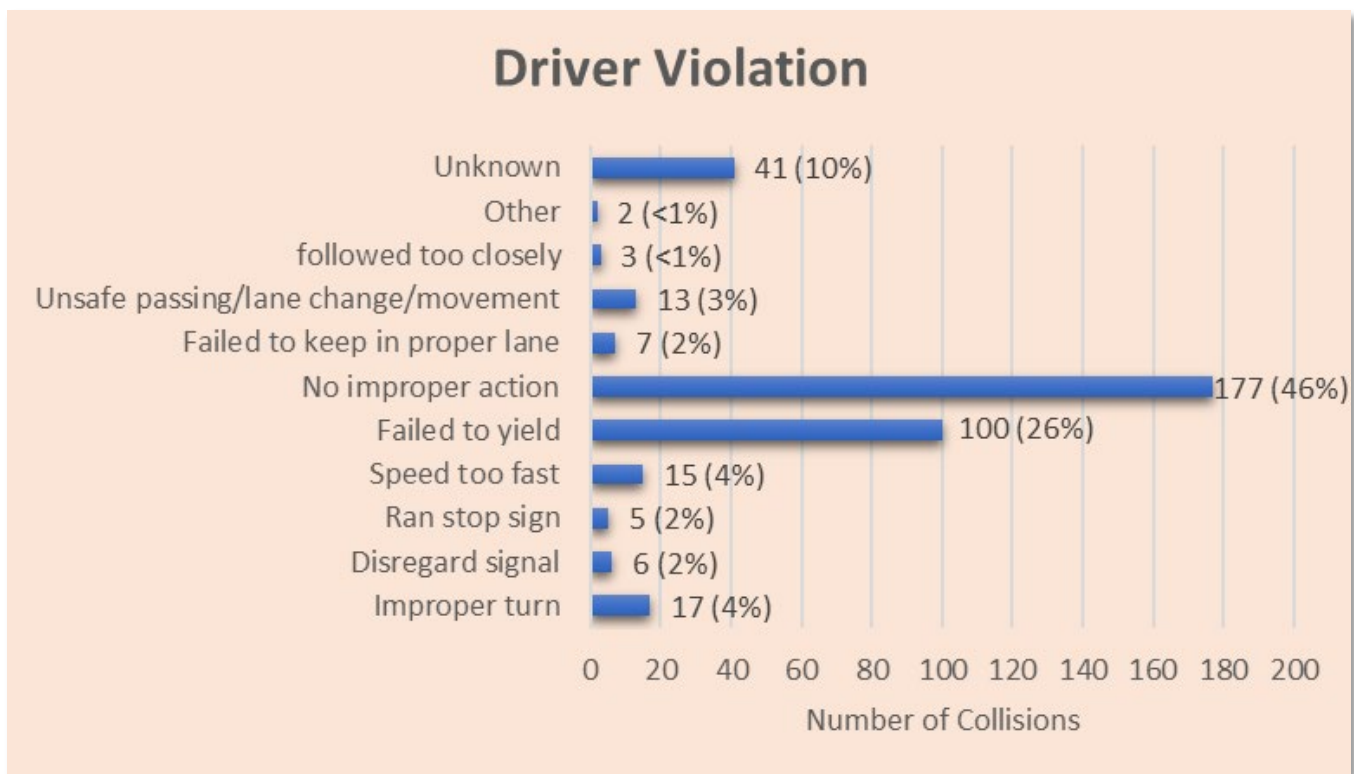
**7 - Bicycle Collisions by Day of Week**



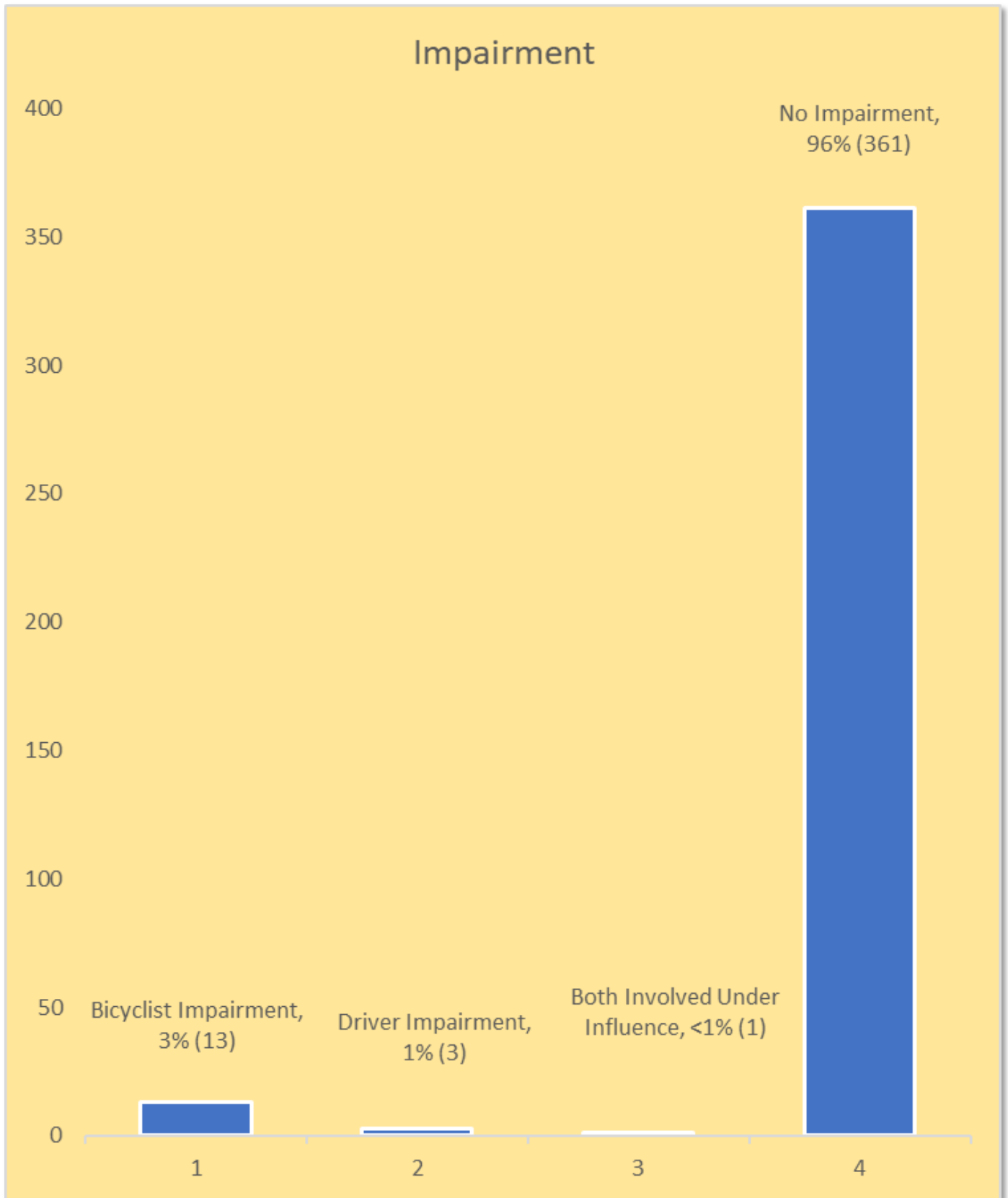
**8 - Bicycle Collision by Time of Day**



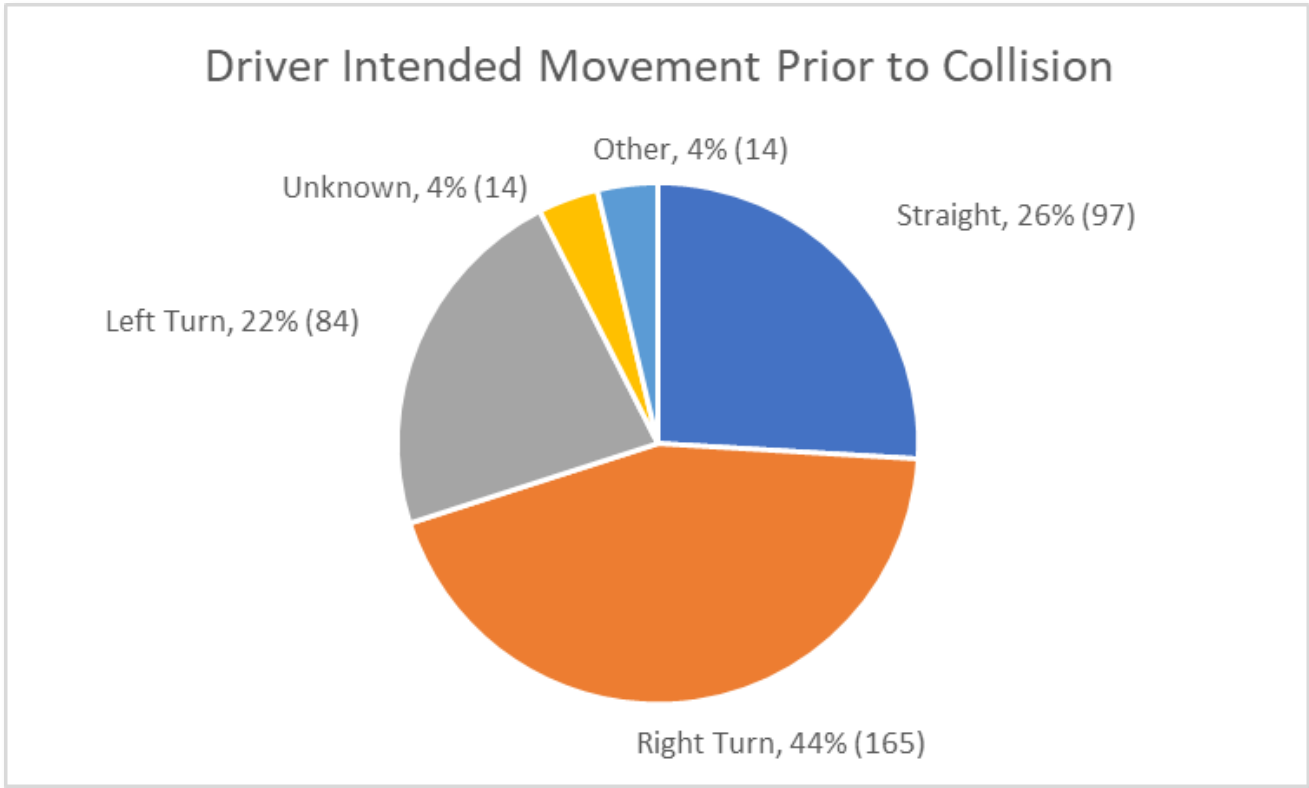
**9 - Bicyclist Violation**



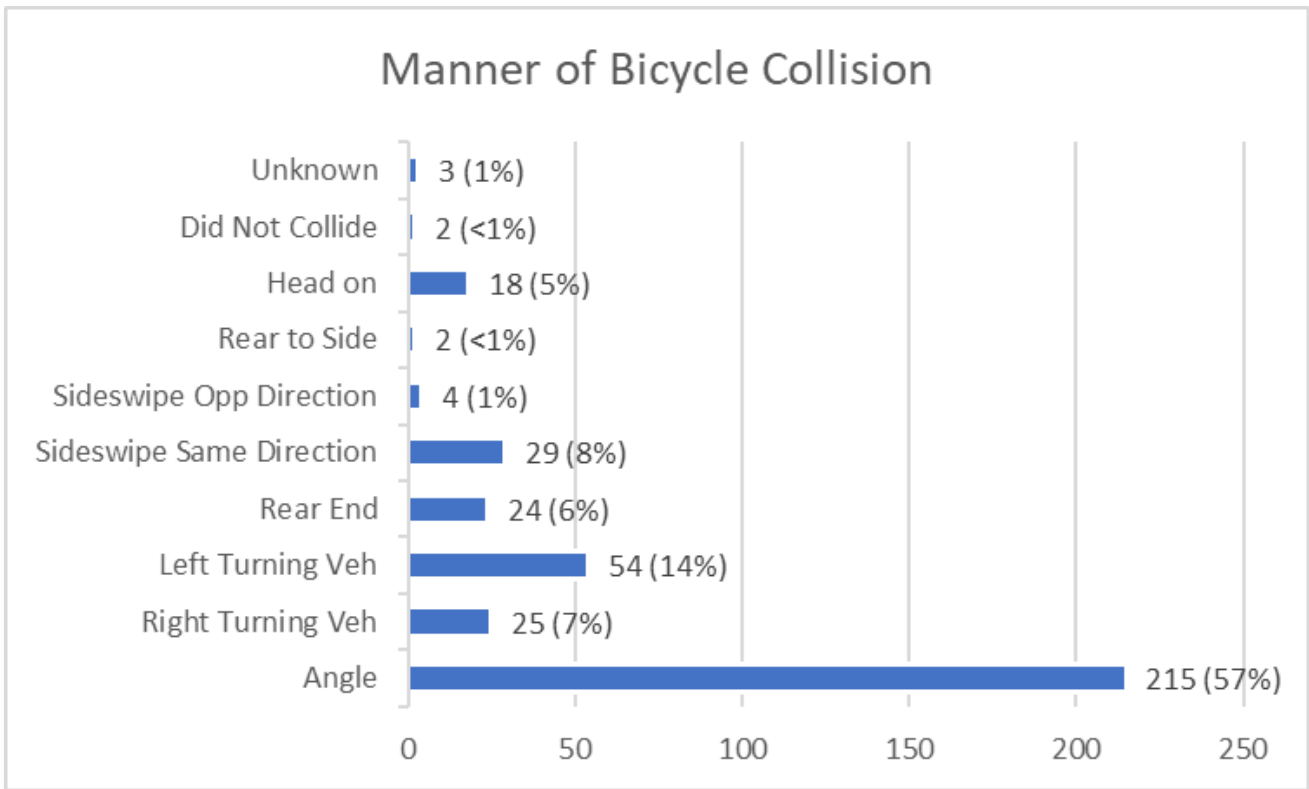
**10 - Driver Violation**



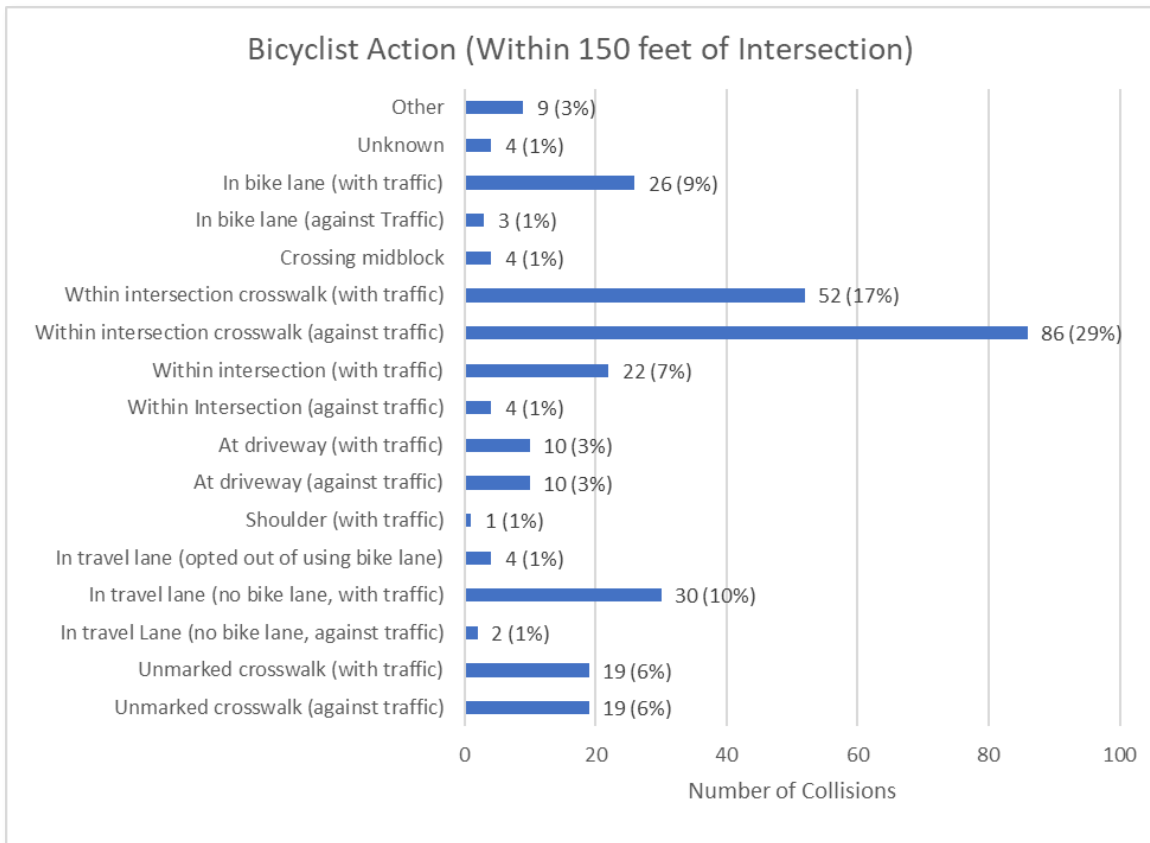
**11 - Impairment**



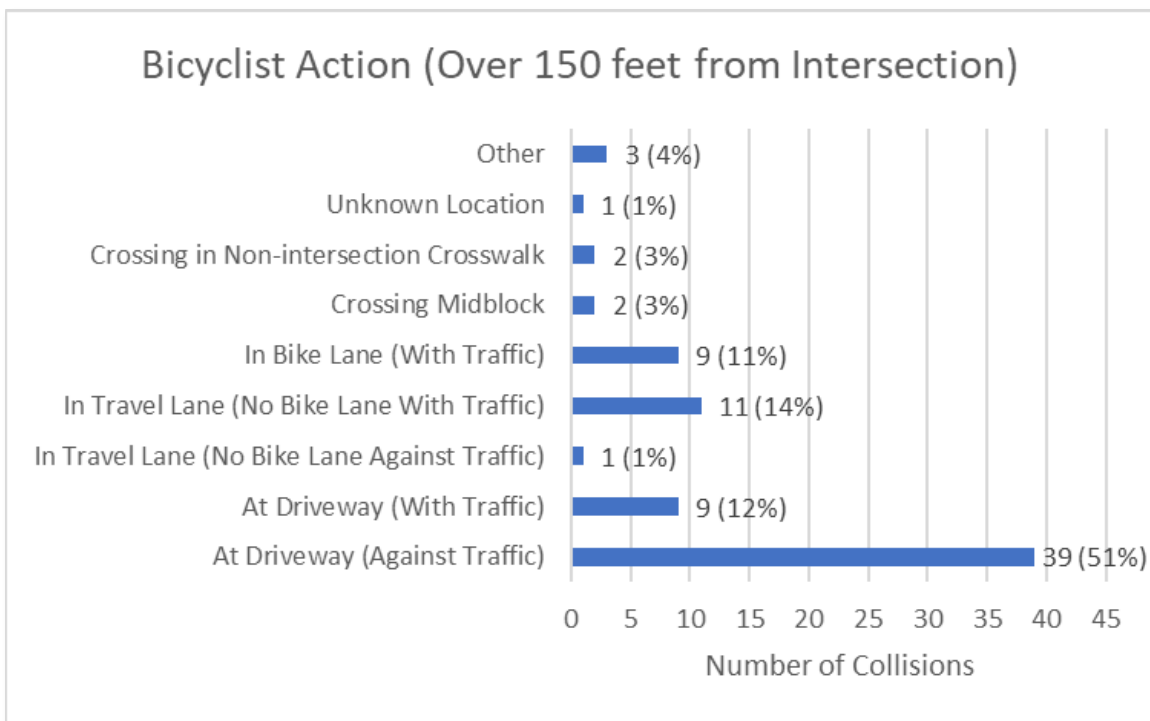
12 - Driver Intended Movement Prior to Collision



13 - Manner of Bicycle Collision

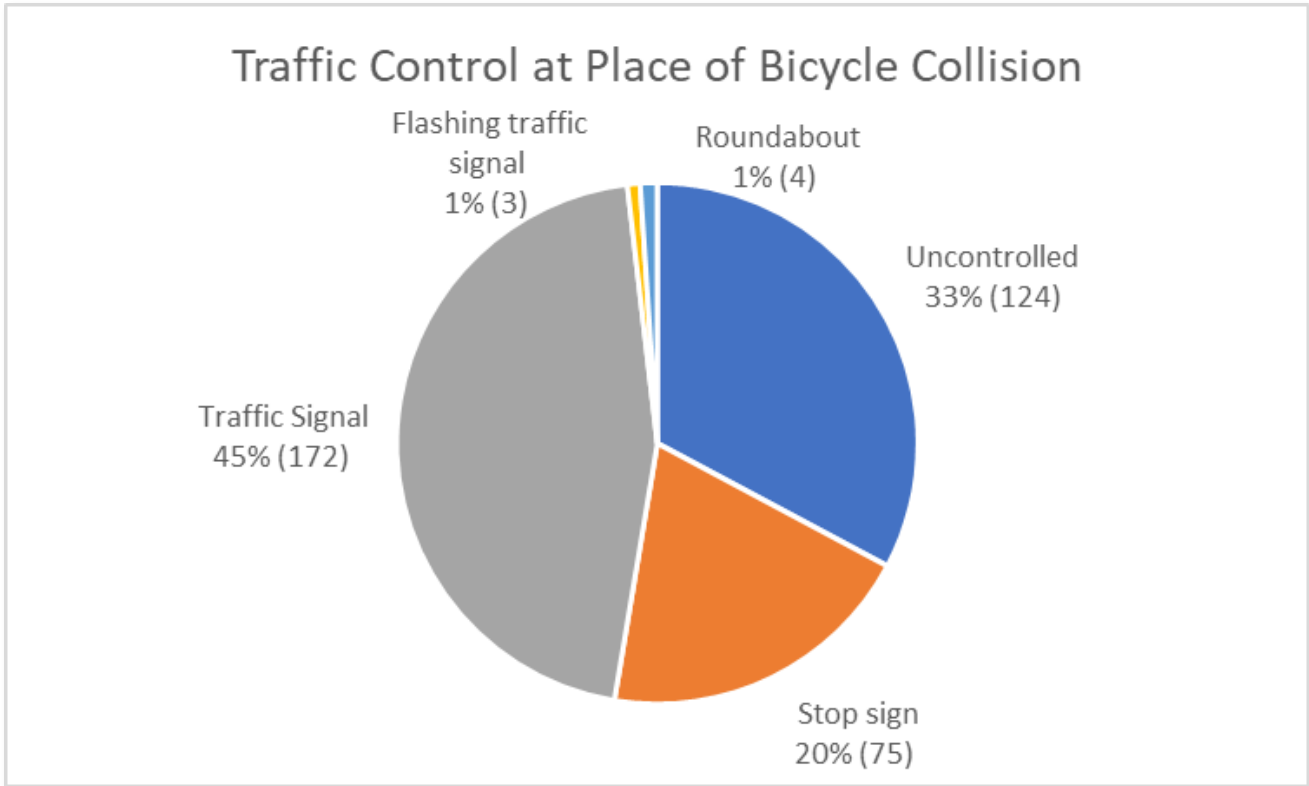


**14 - Bicyclist Action (Within 150 feet of Intersection)**

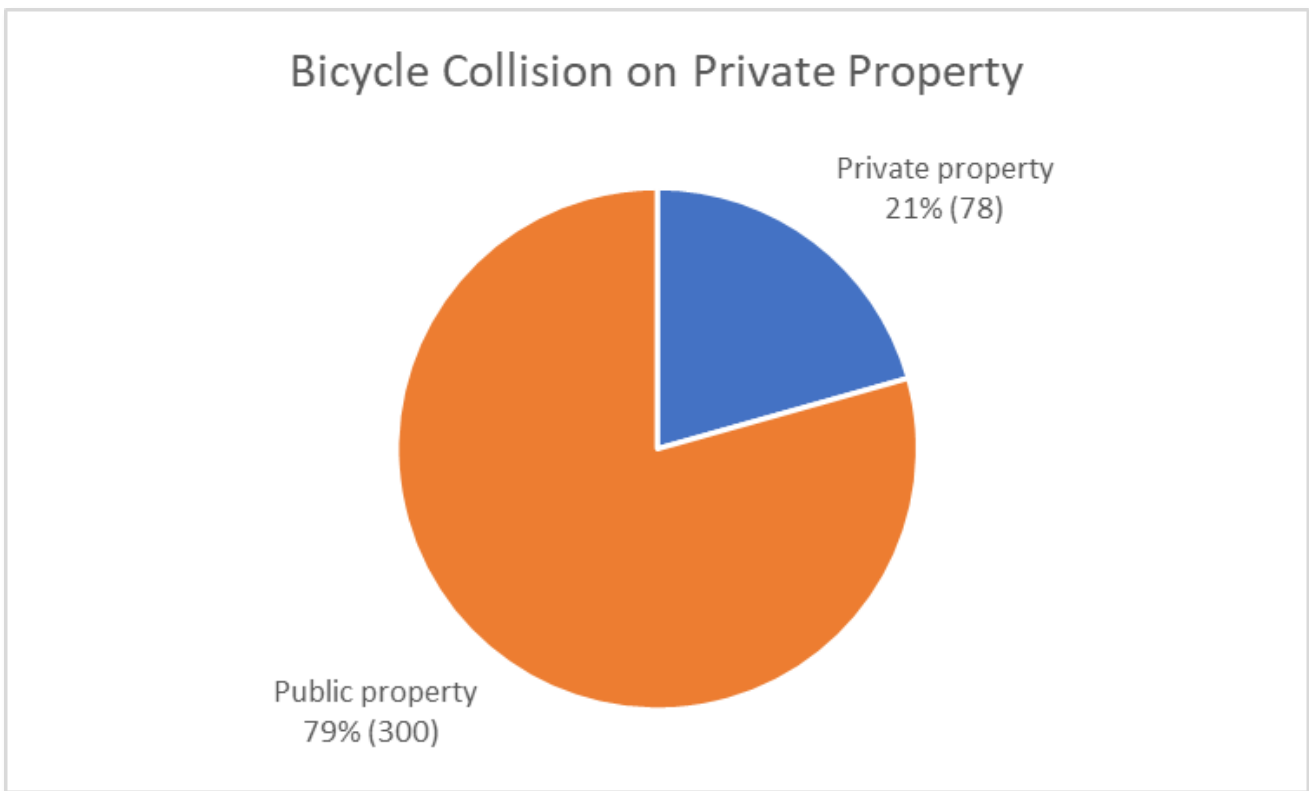


**15 - Bicyclist Action (Over 150 feet from Intersection)**

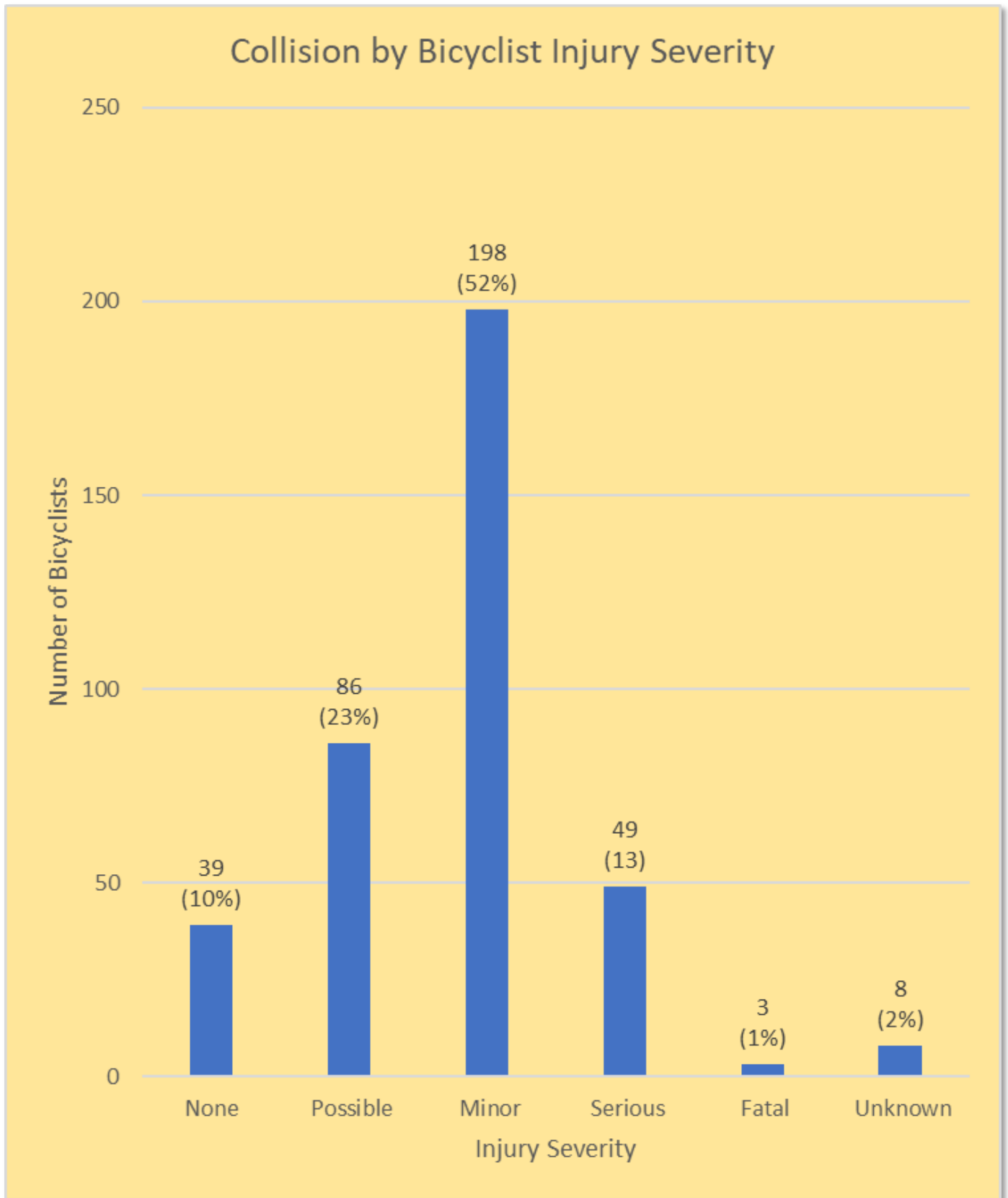




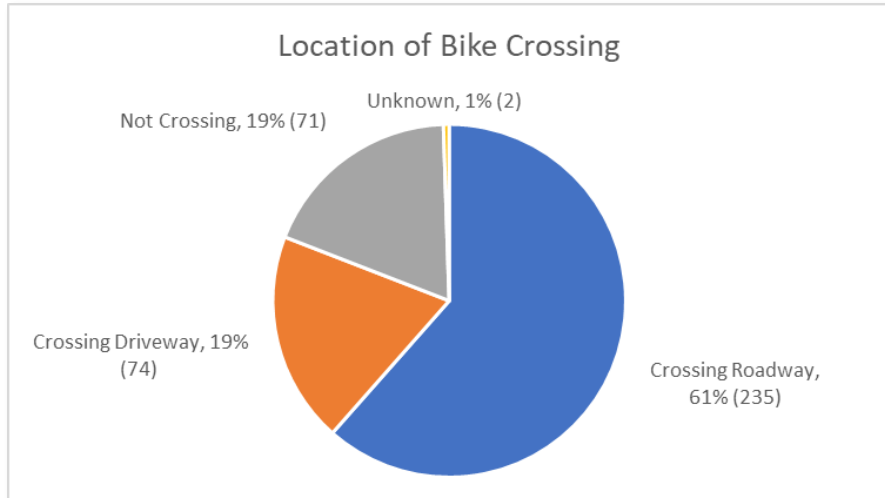
16 - Traffic control at Place of Bicycle Collision



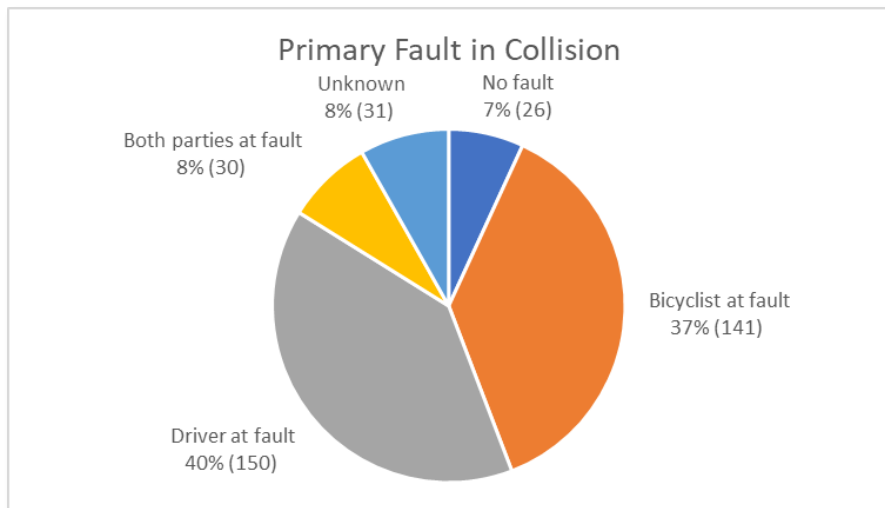
17 - Bicycle Collision of Private Property



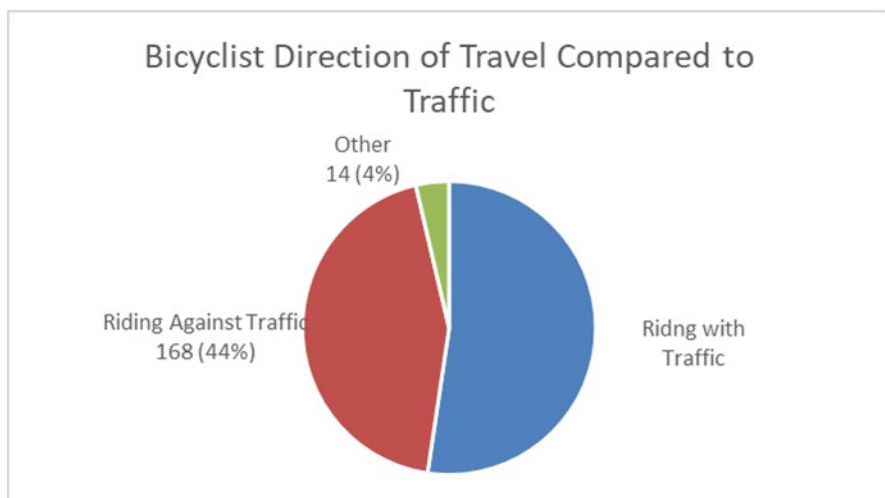
18 - Collision by Bicyclist Injury Severity



**19 - Location of Bike Crossing**

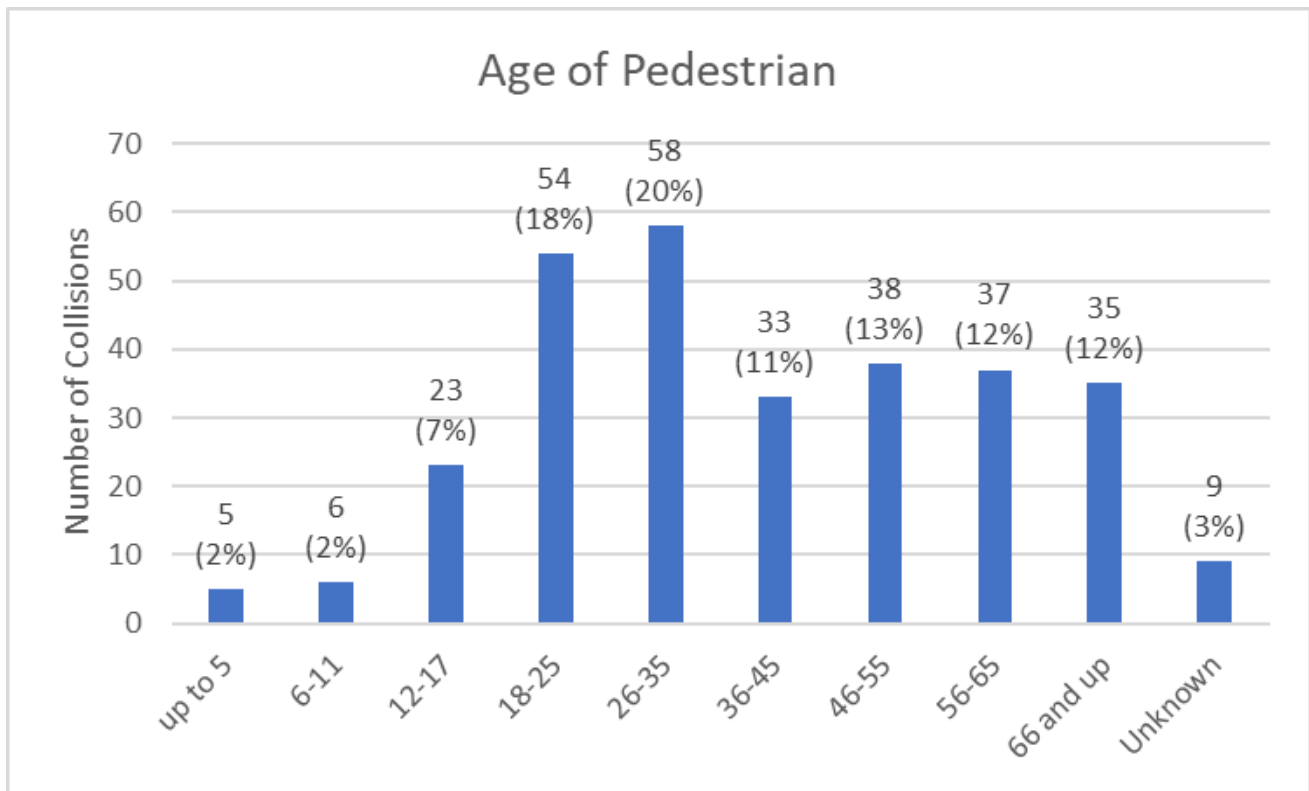


**20 - Primary Fault in Collision**

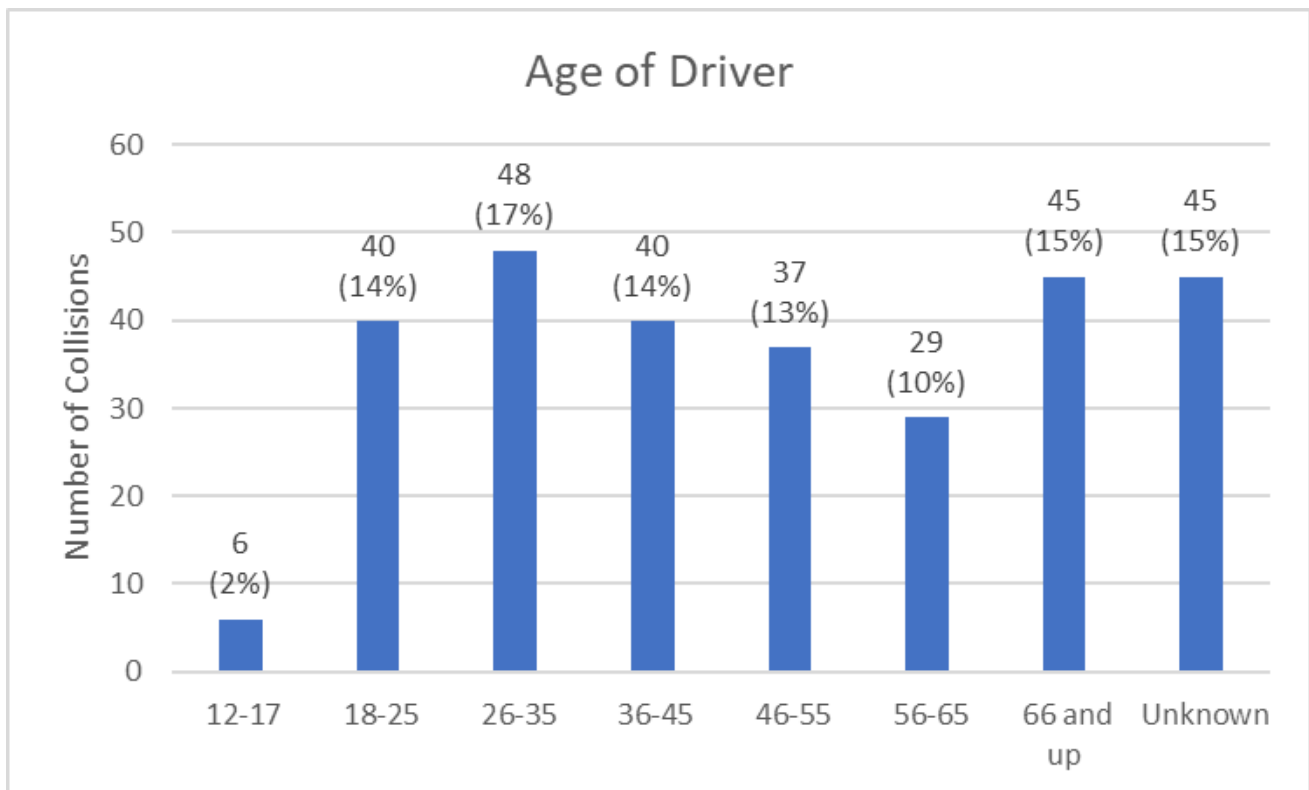


**21 - Bicyclist Direction of Travel Compared to Traffic**

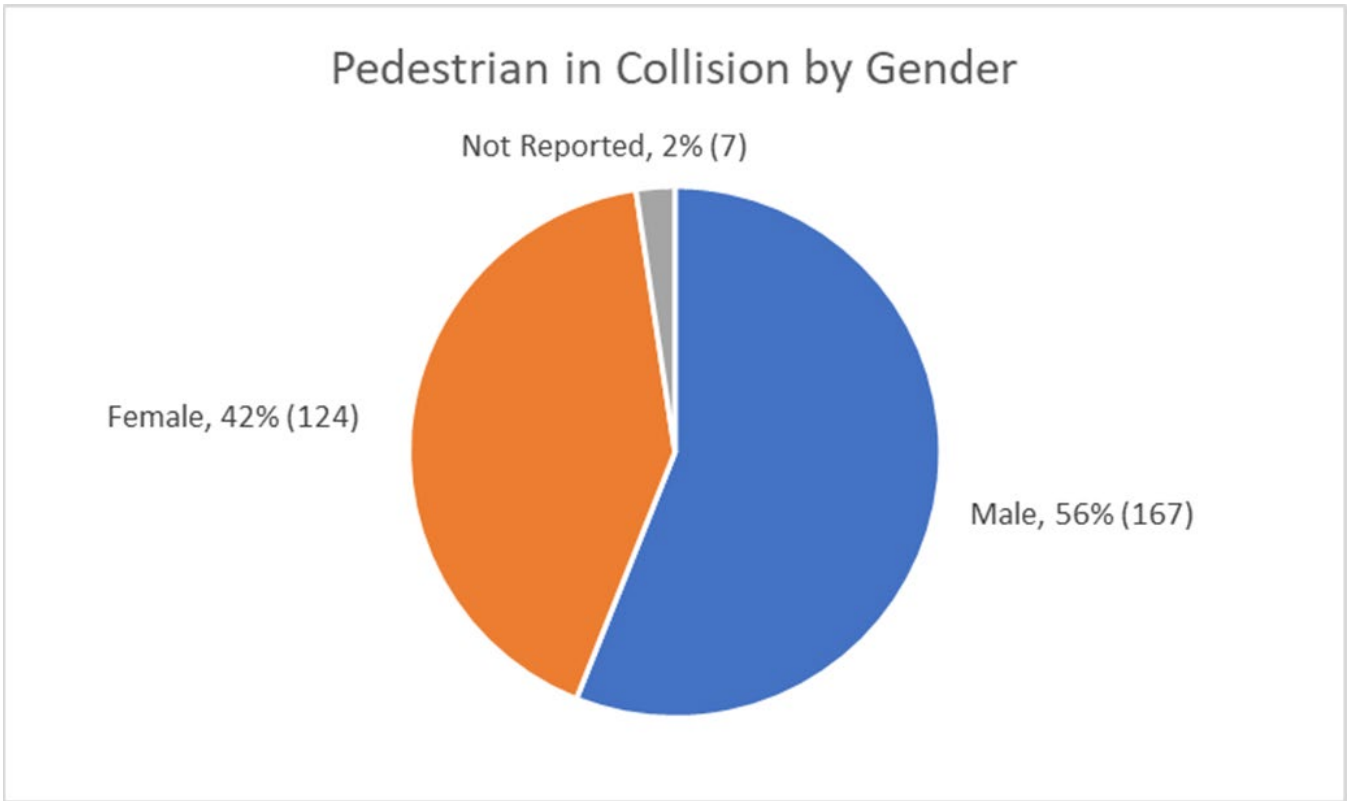
## PEDESTRIAN COLLISION DATA (2014 – 2018)



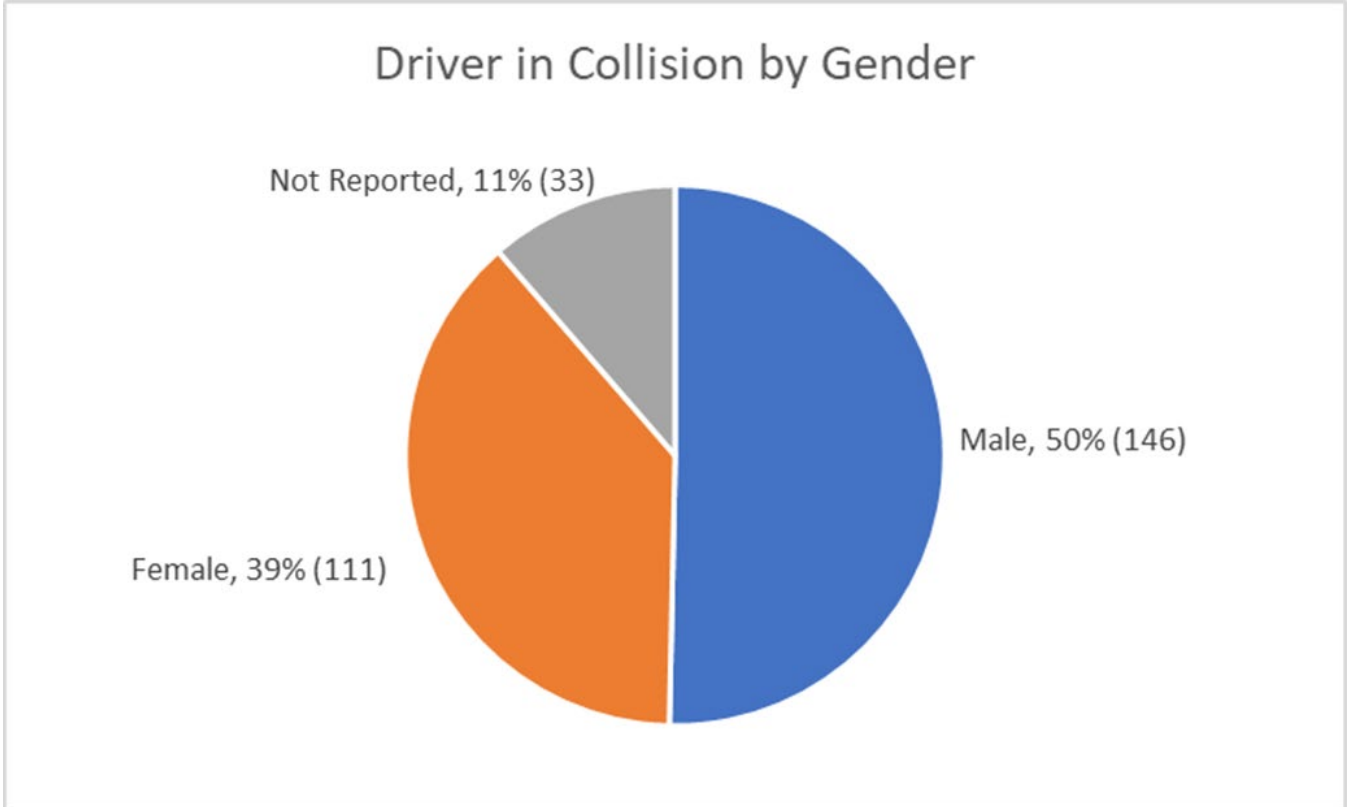
**22 - Age of Pedestrian**



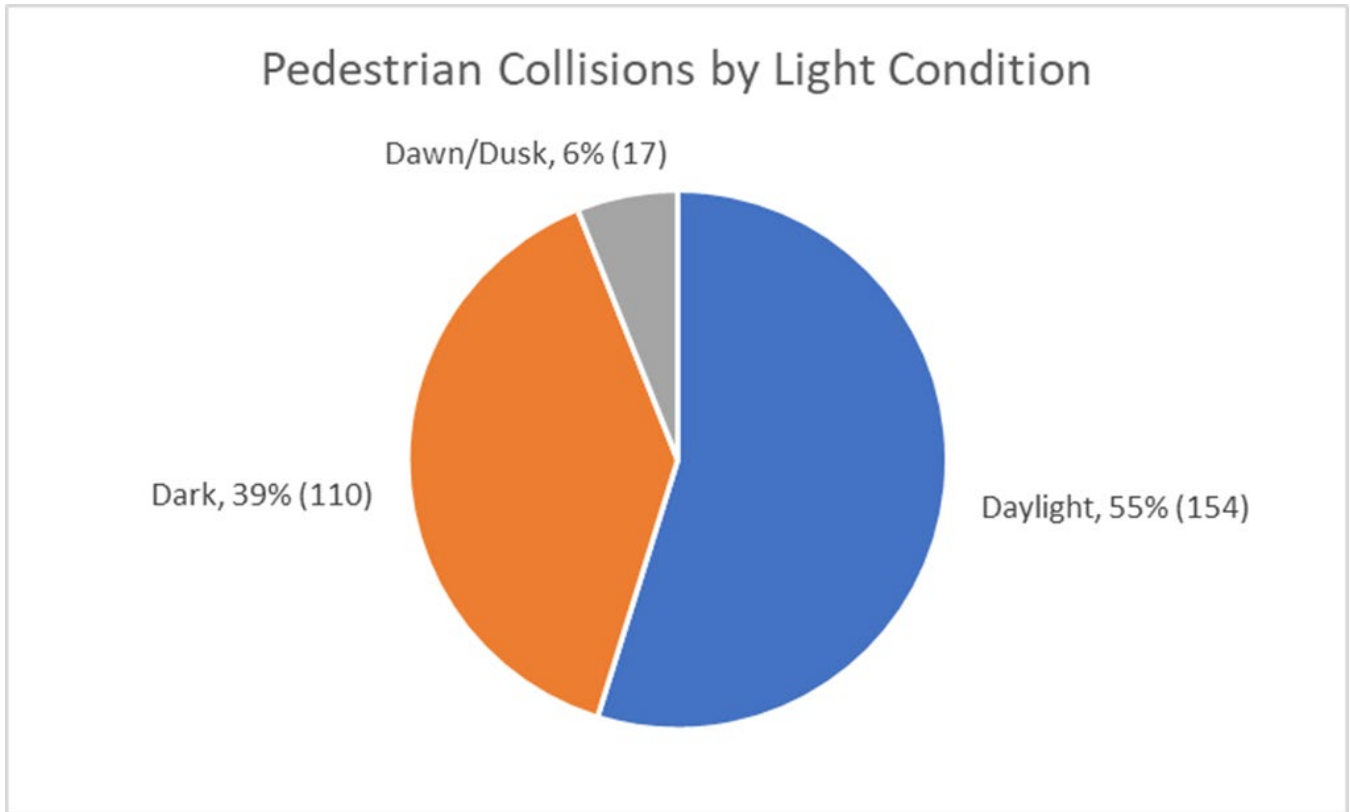
**23 - Age of Driver**



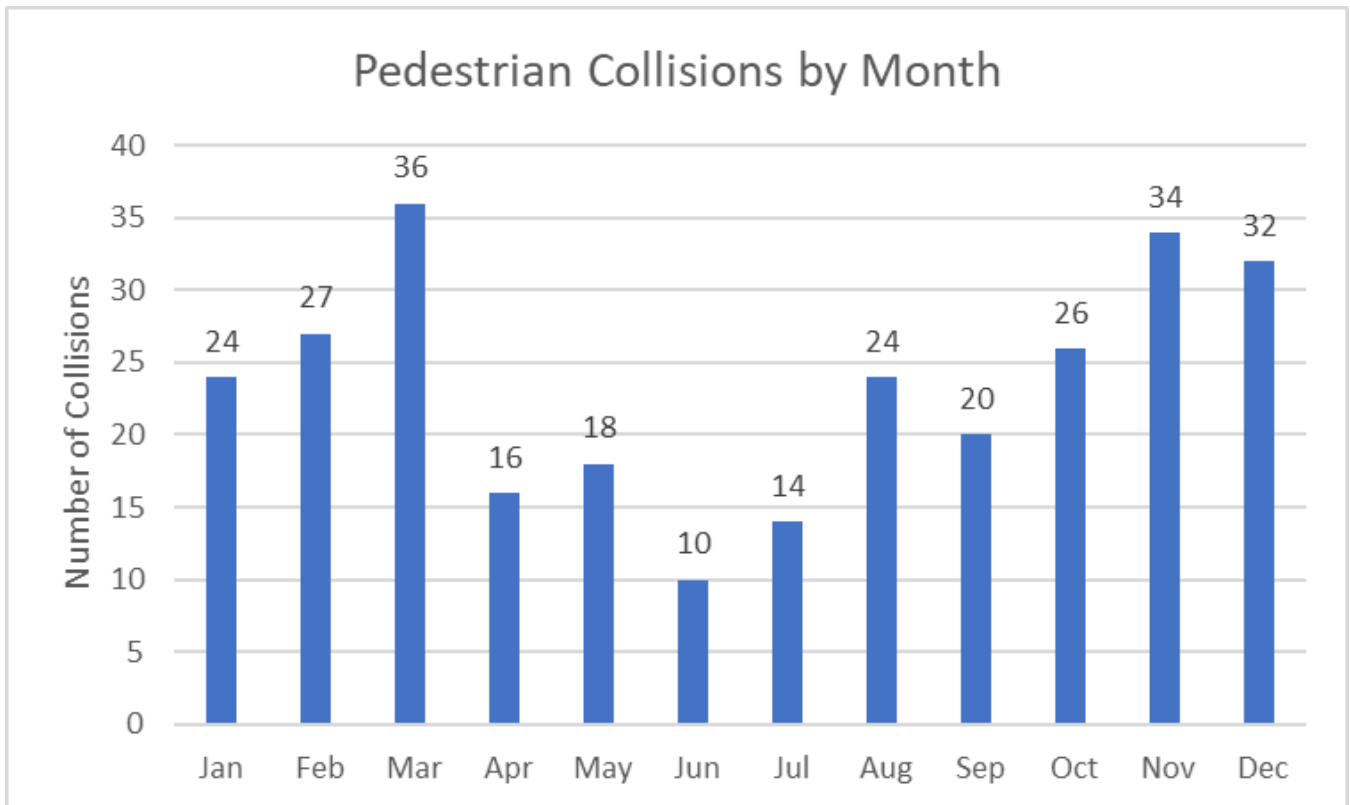
24 - Pedestrian in Collision by Gender



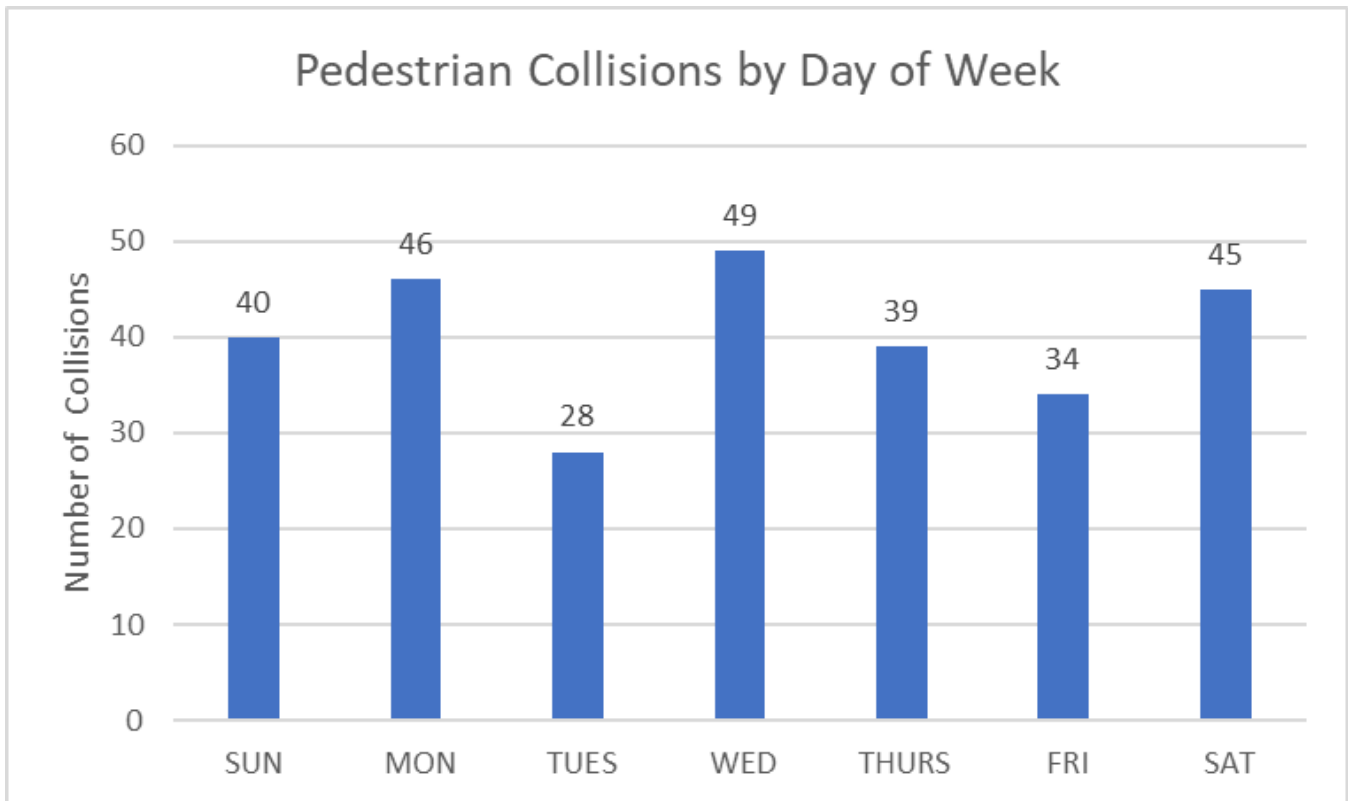
25 - Driver in Collision by Gender



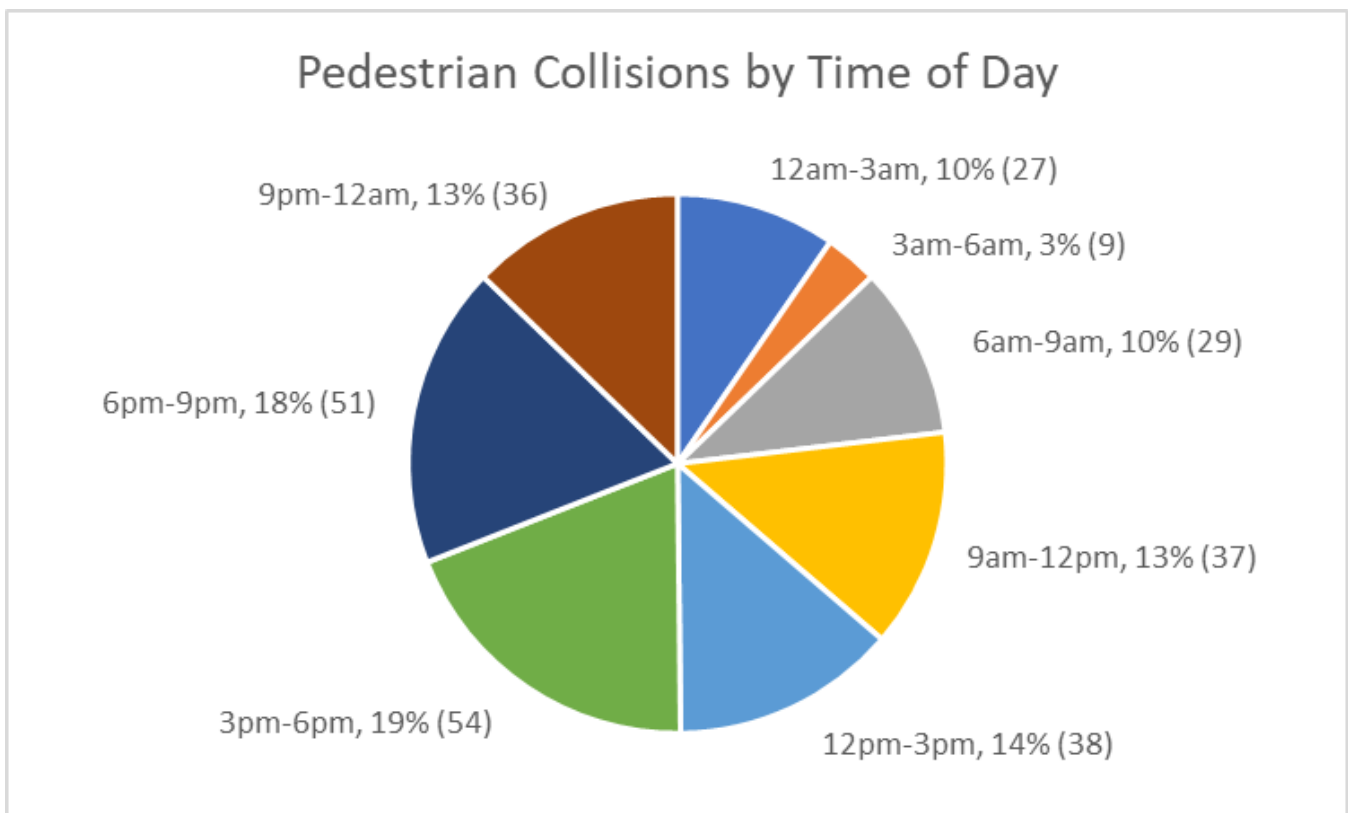
**26 - Pedestrian Collisions by Light Condition**



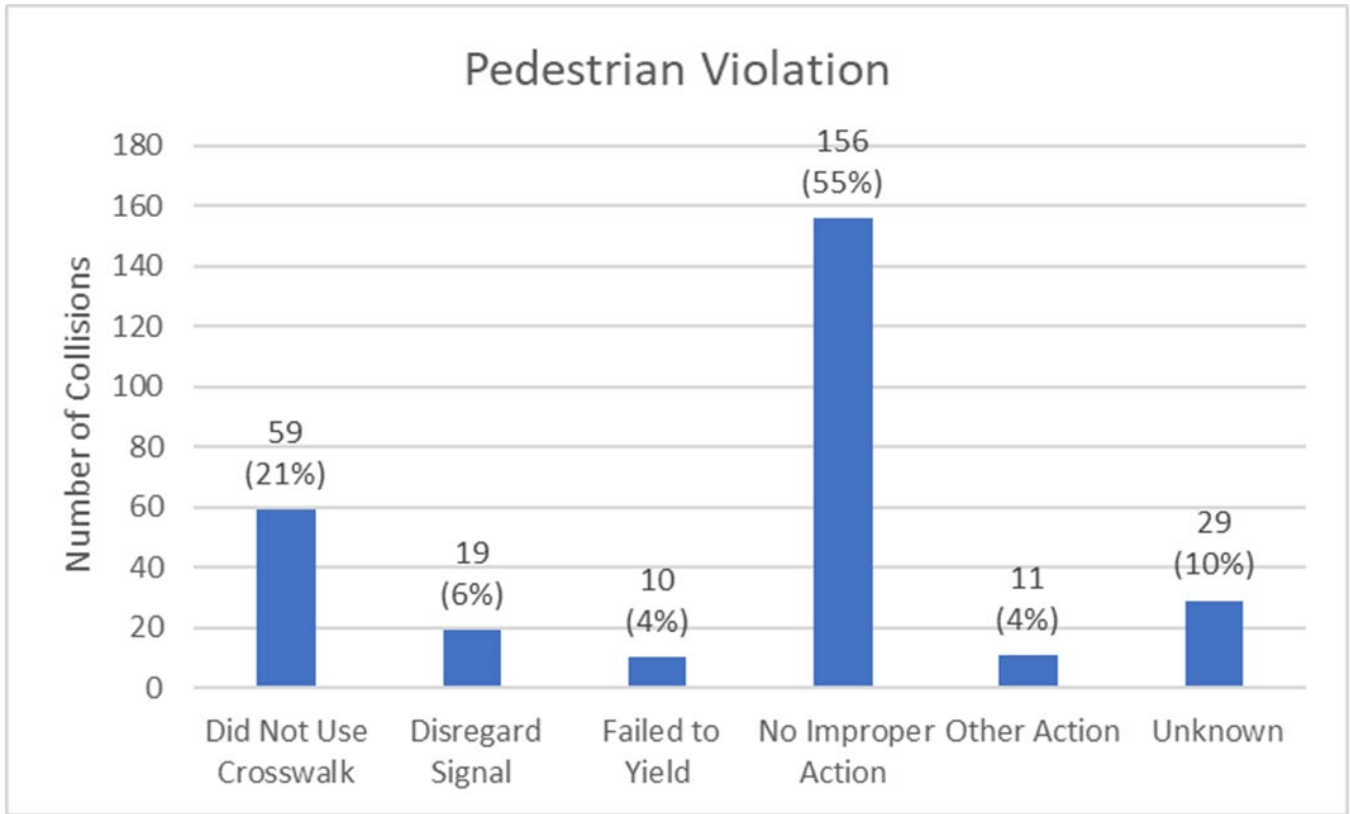
**27 - Pedestrian Collisions by Month**



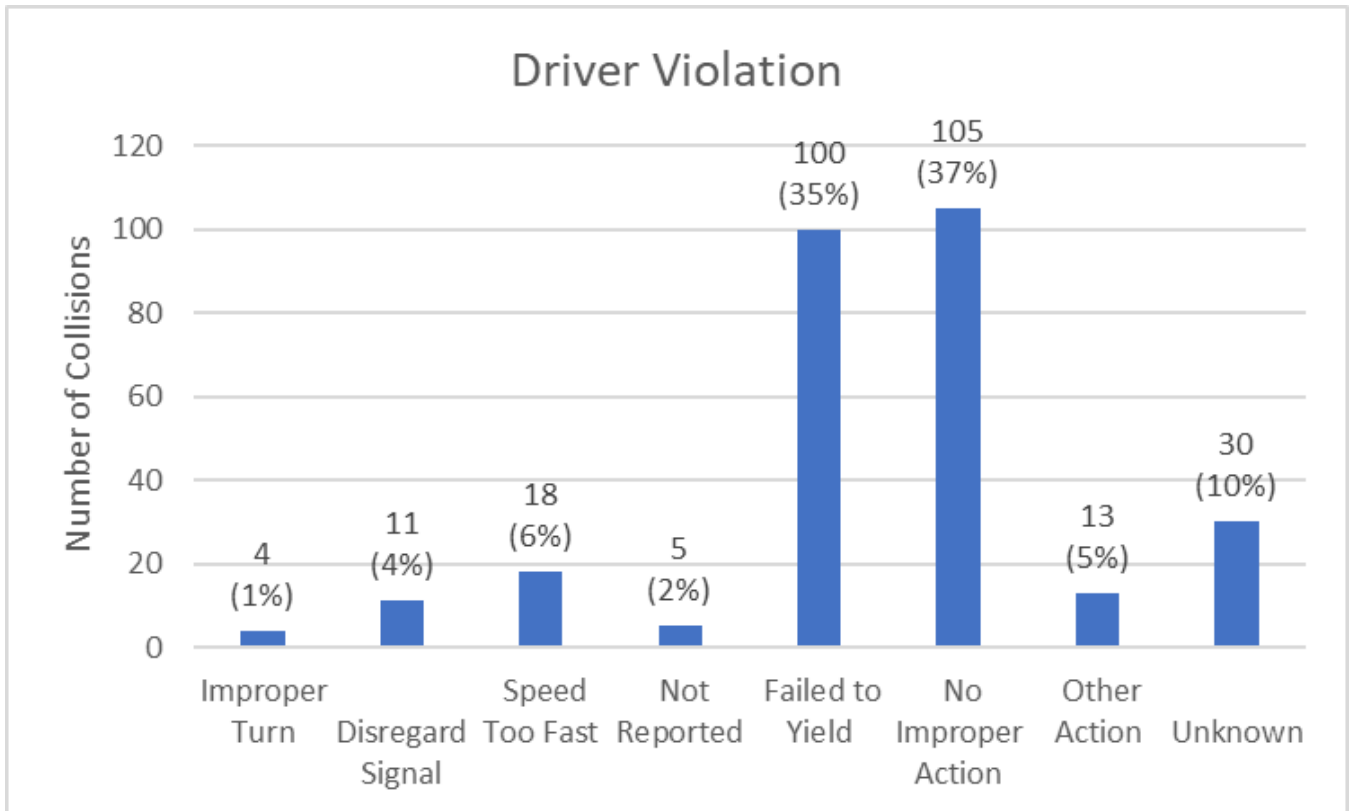
28 - Pedestrian Collisions by Day of Week



29 - Pedestrian Collisions by Time of Day

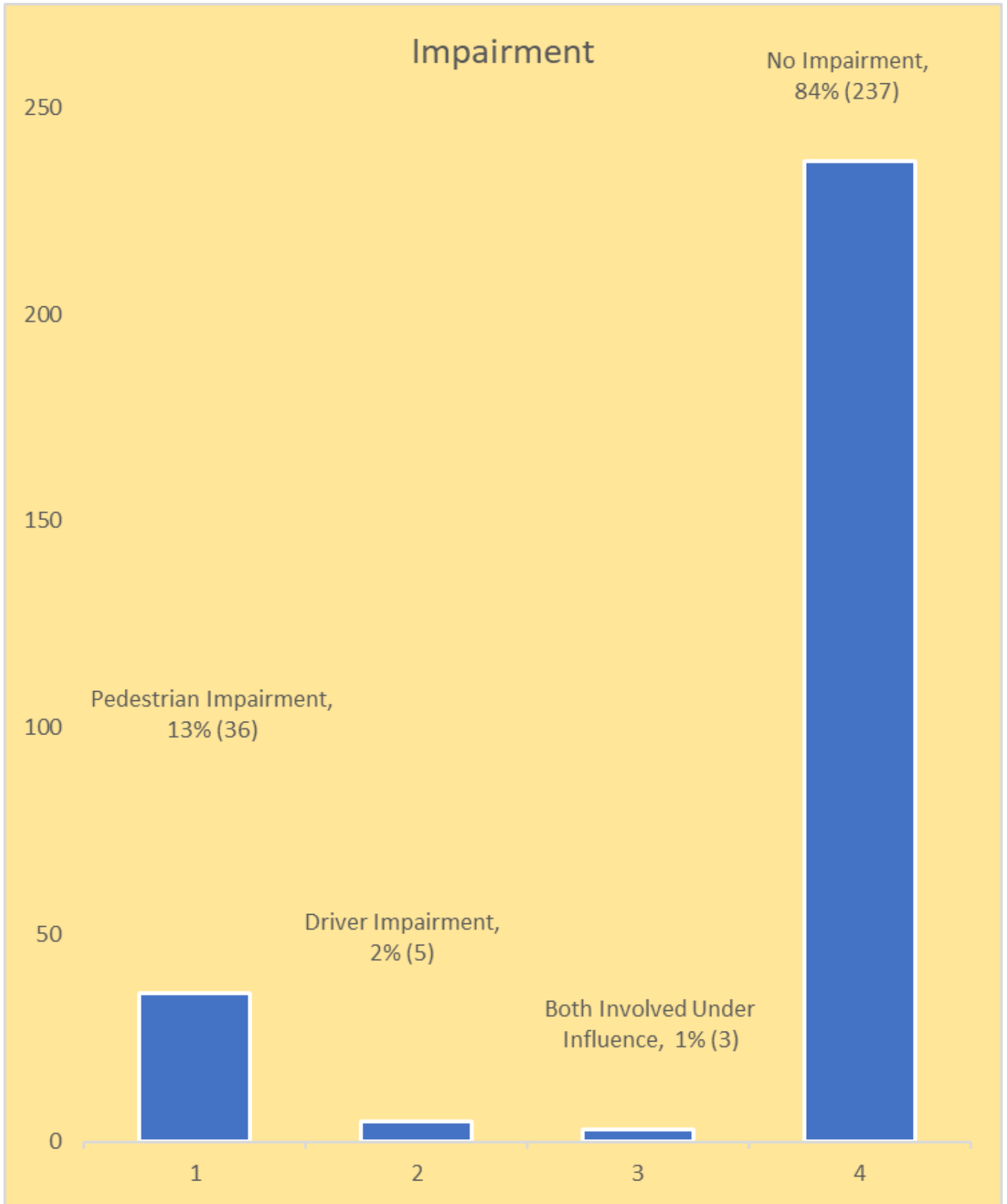


30 - Pedestrian Violation

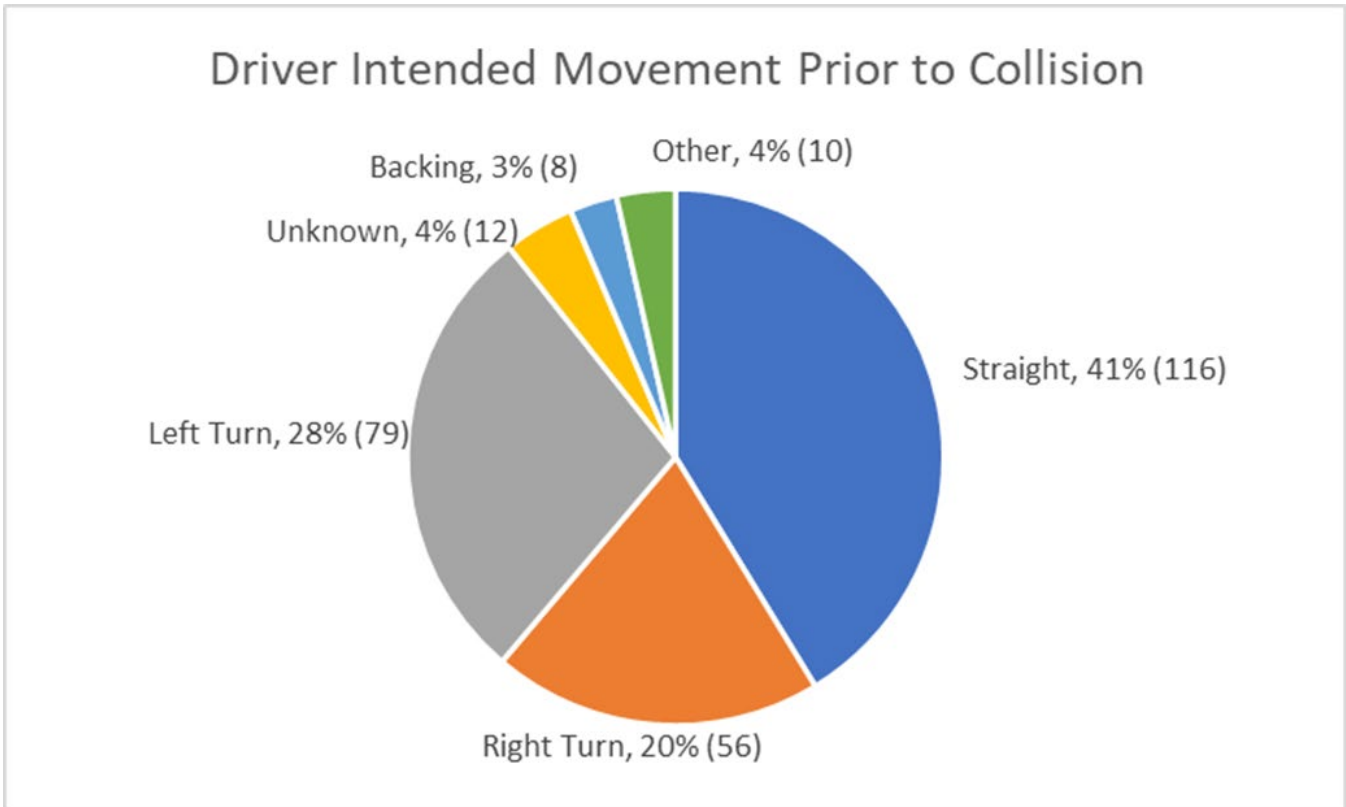


31 - Driver Violation

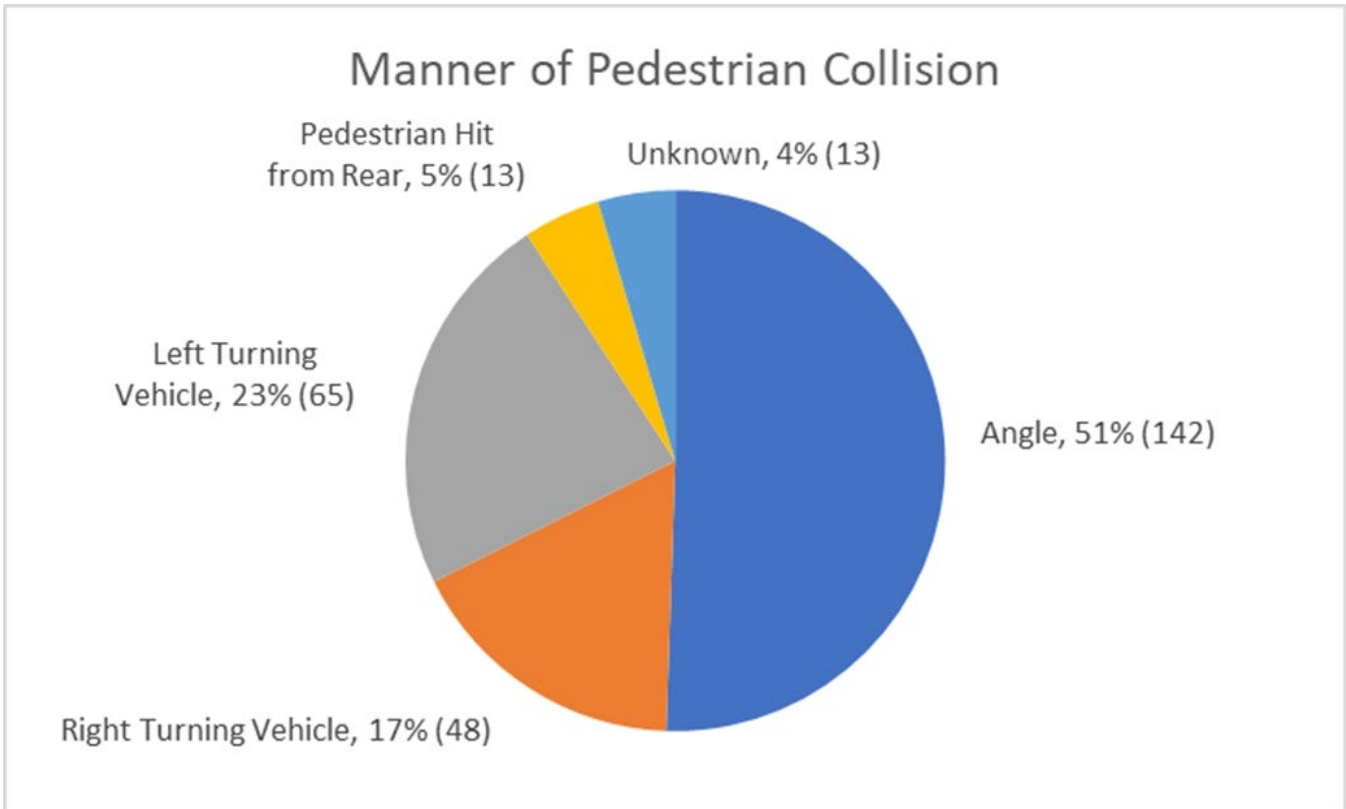




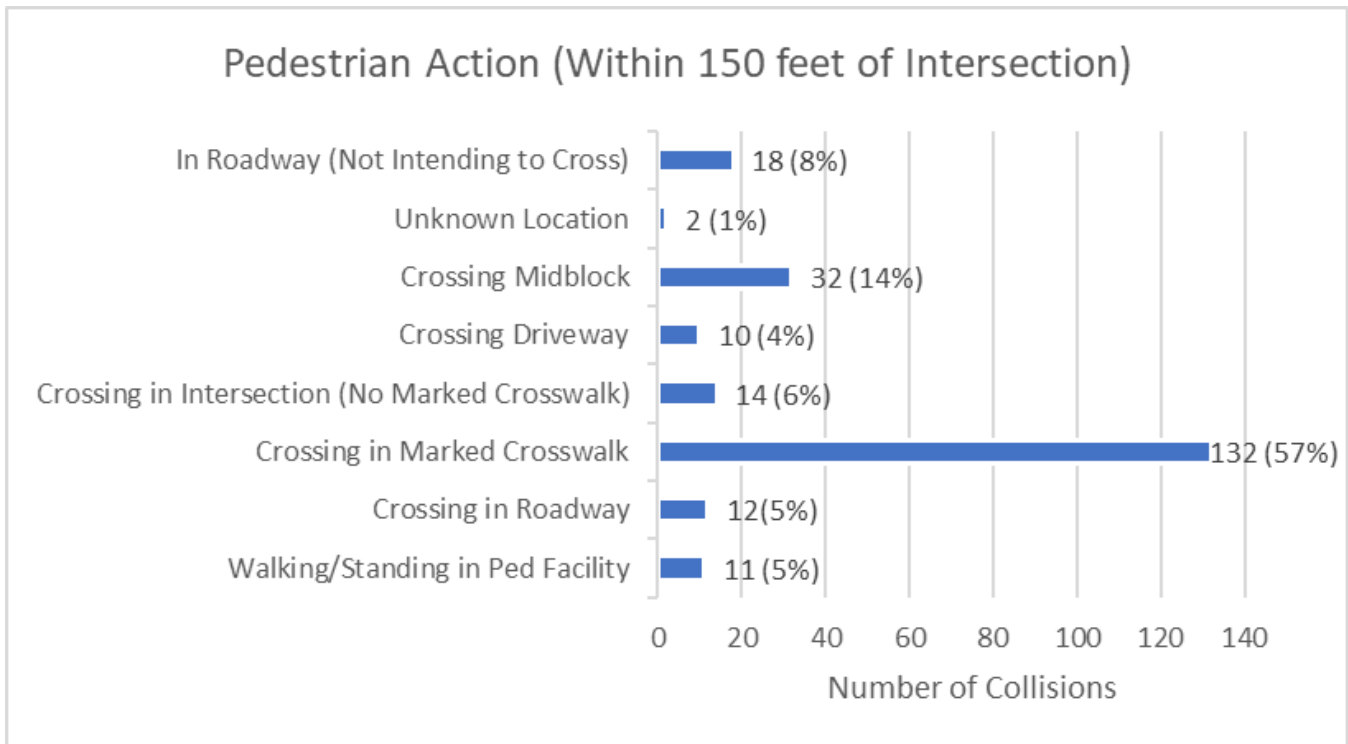
**32 - Impairment**



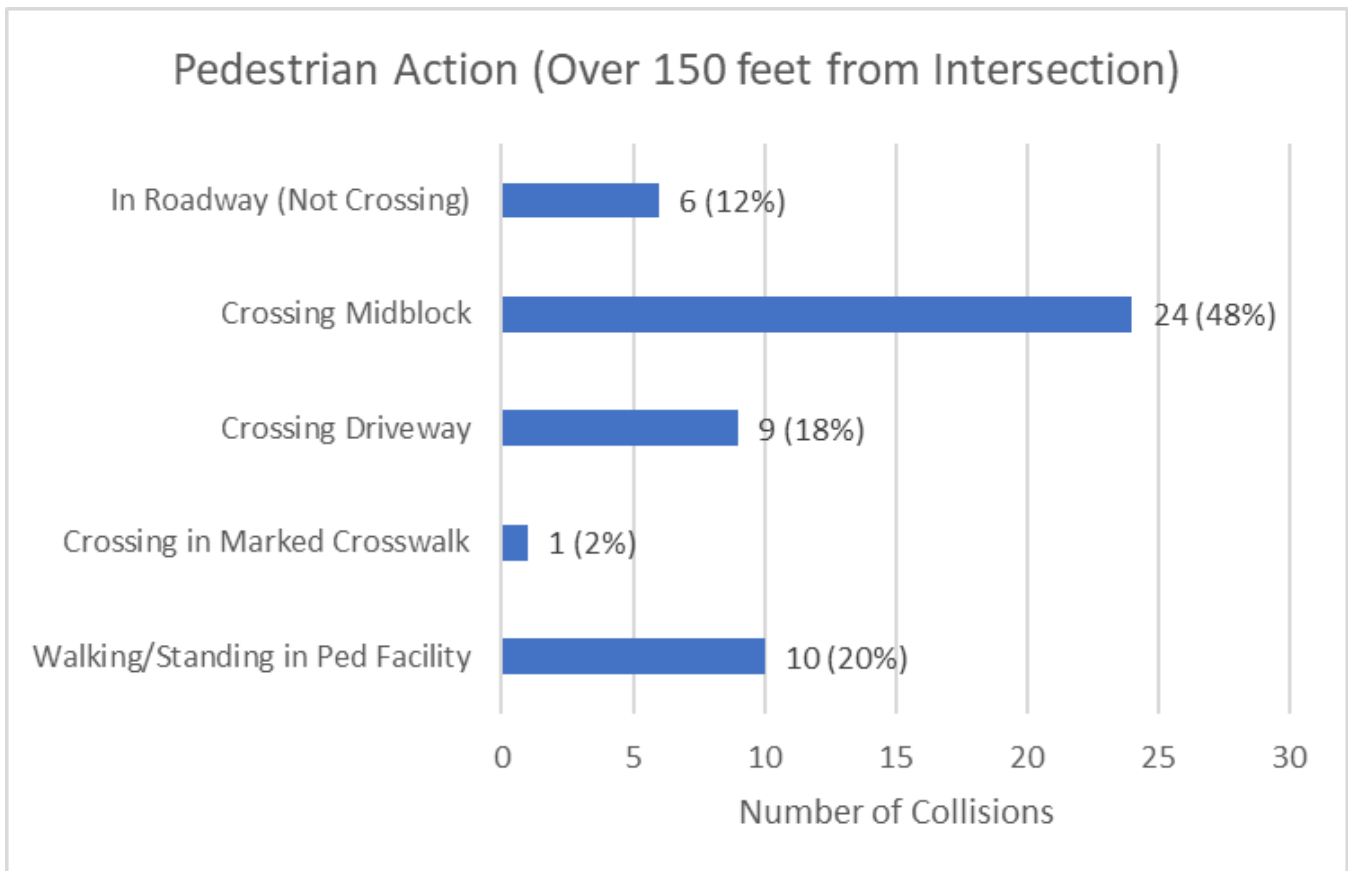
33 - Driver Intended Movement Prior to Collision



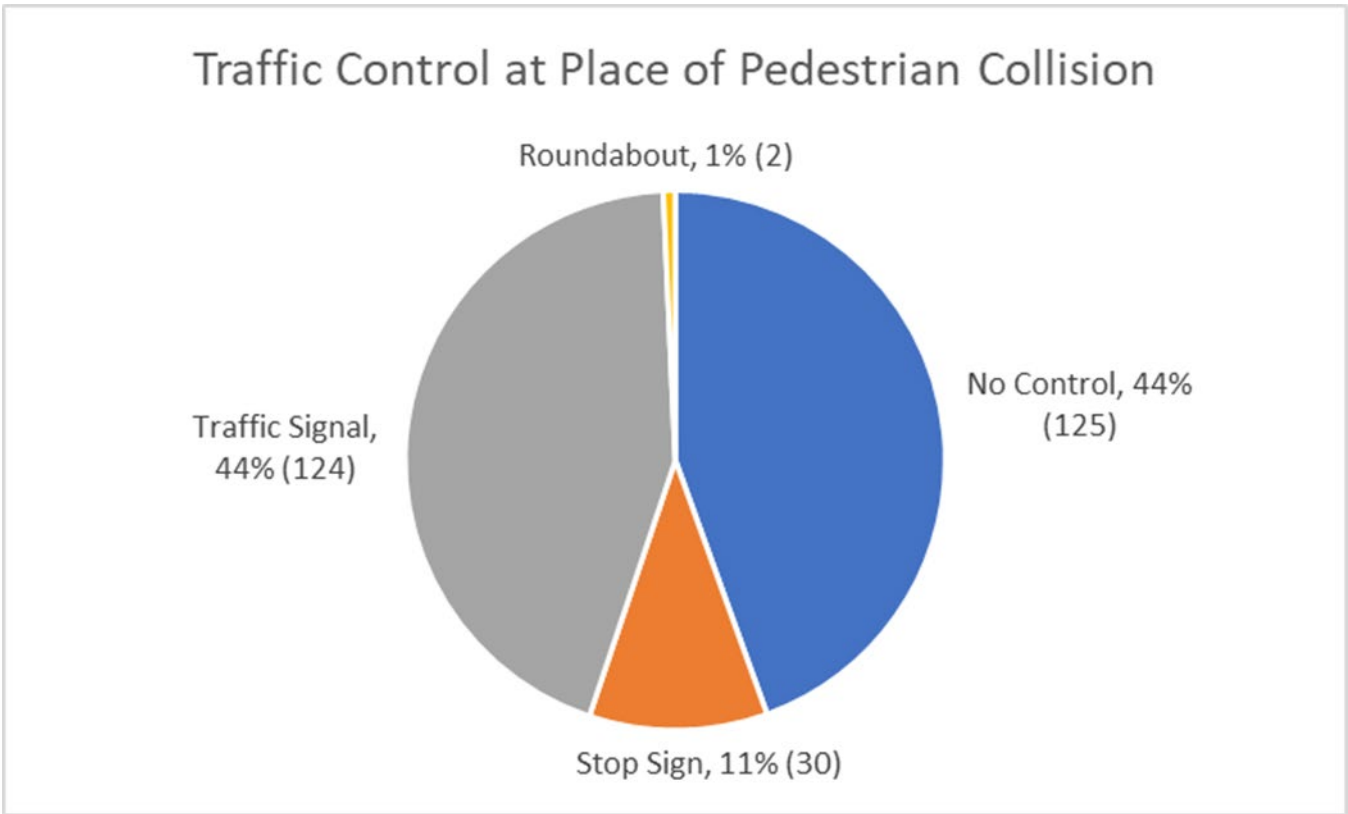
34 - Manner of Pedestrian Collision



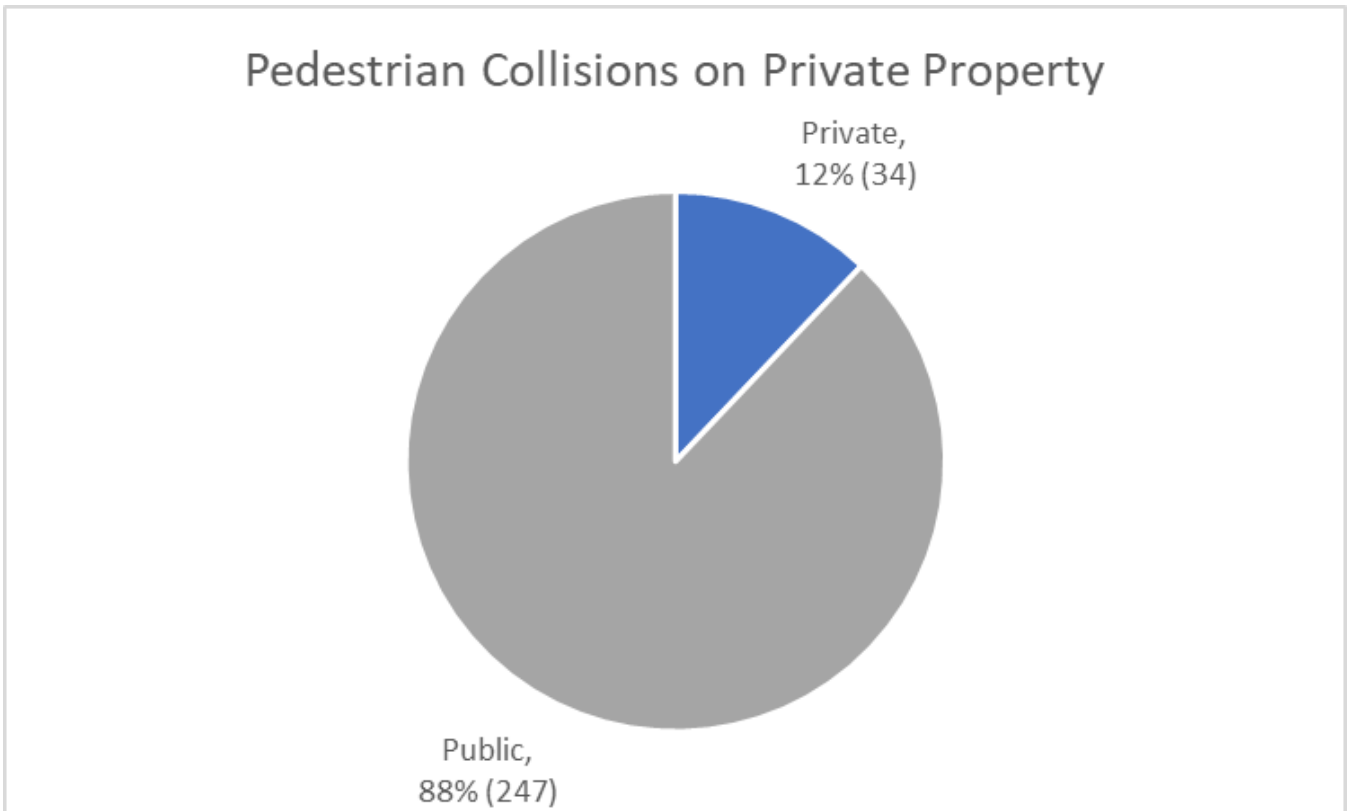
**35 - Pedestrian Action (Within 150 feet of Intersection)**



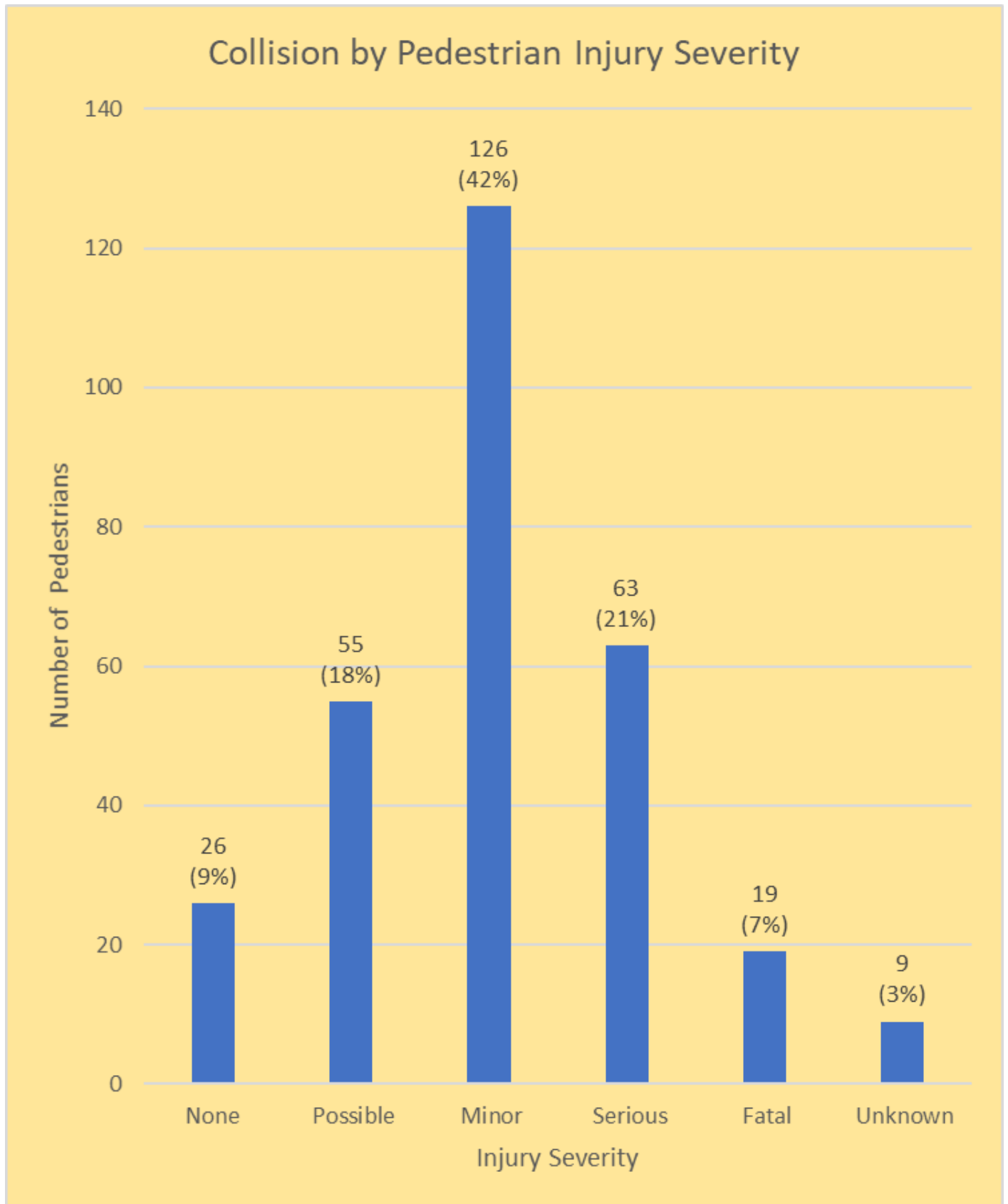
**36 - Pedestrian Action (Over 150 feet from Intersection)**



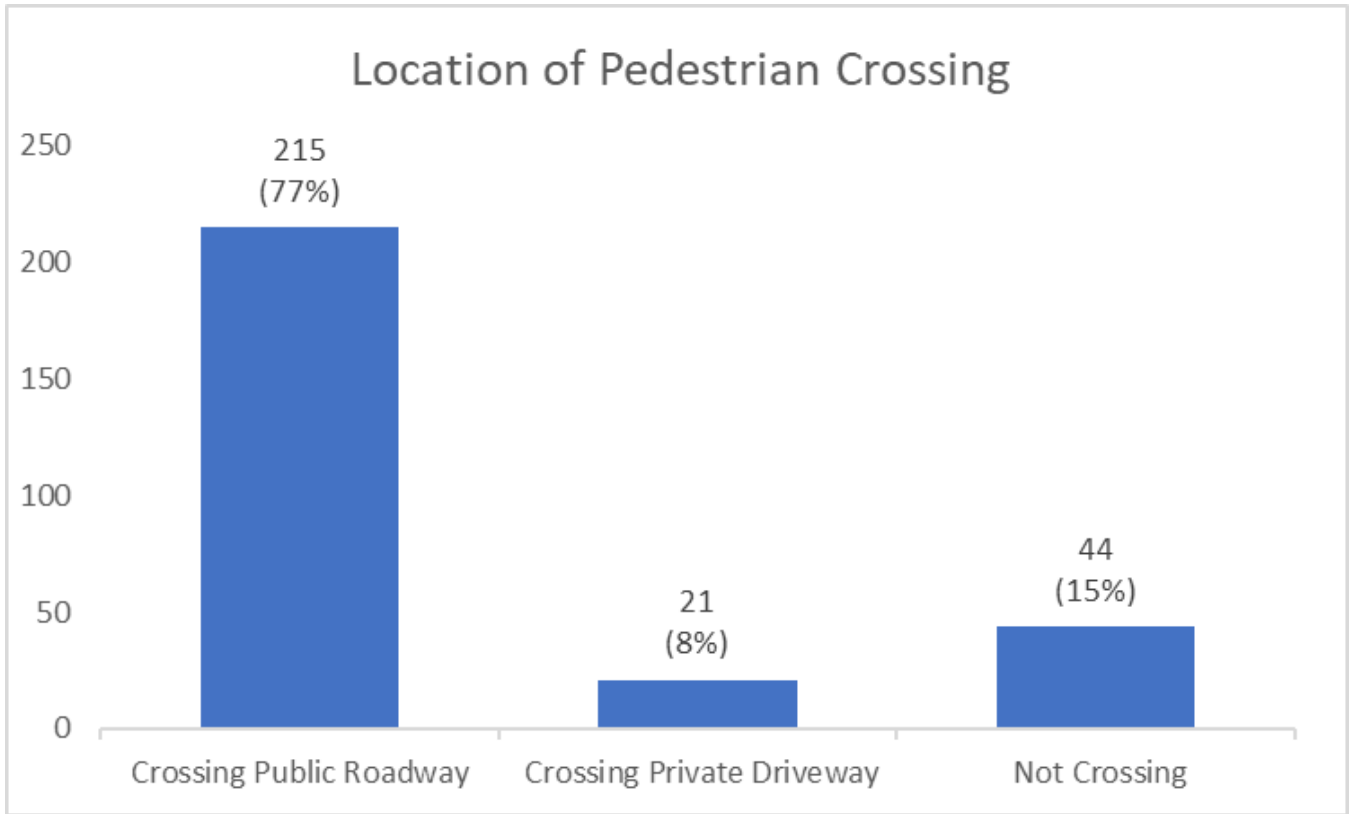
37 - Traffic Control at Place of Pedestrian Collision



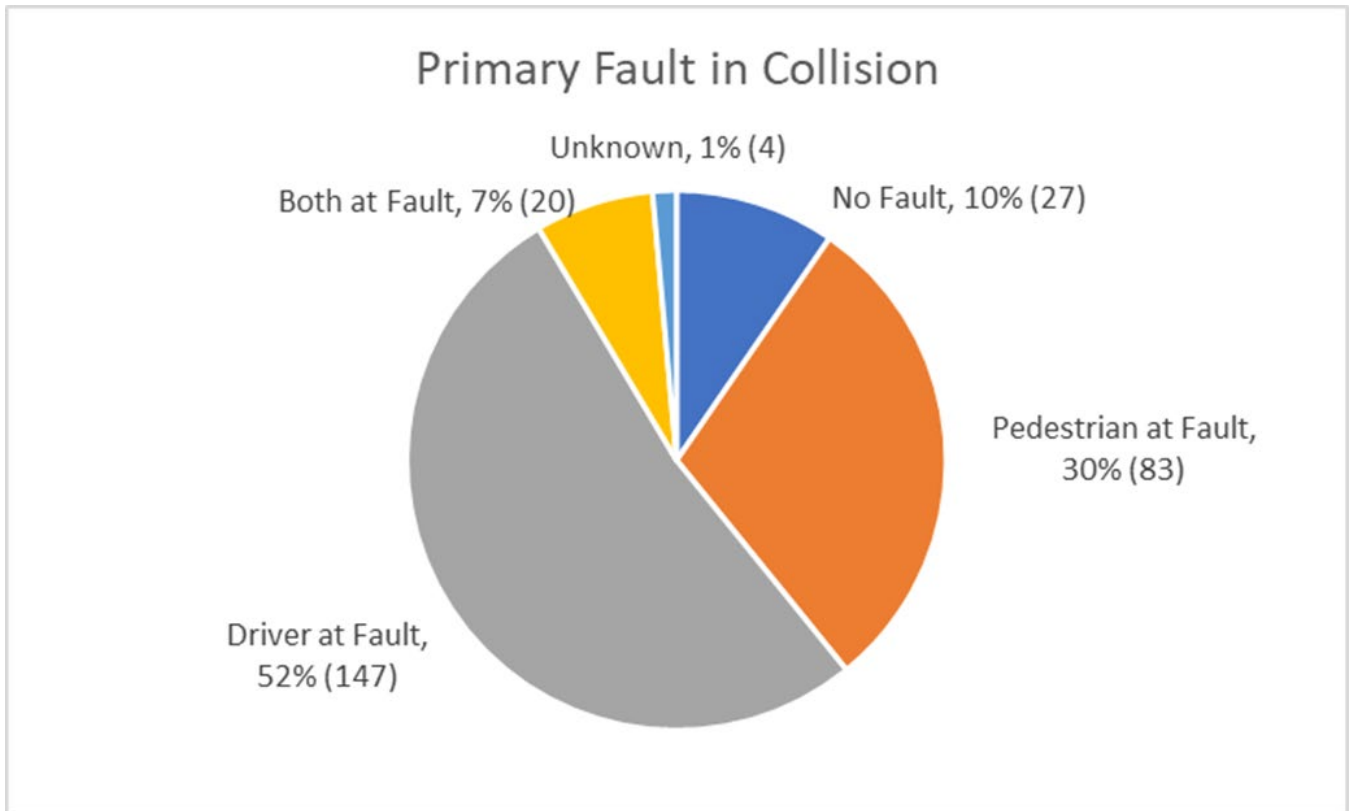
38 - Pedestrian Collisions on Private Property



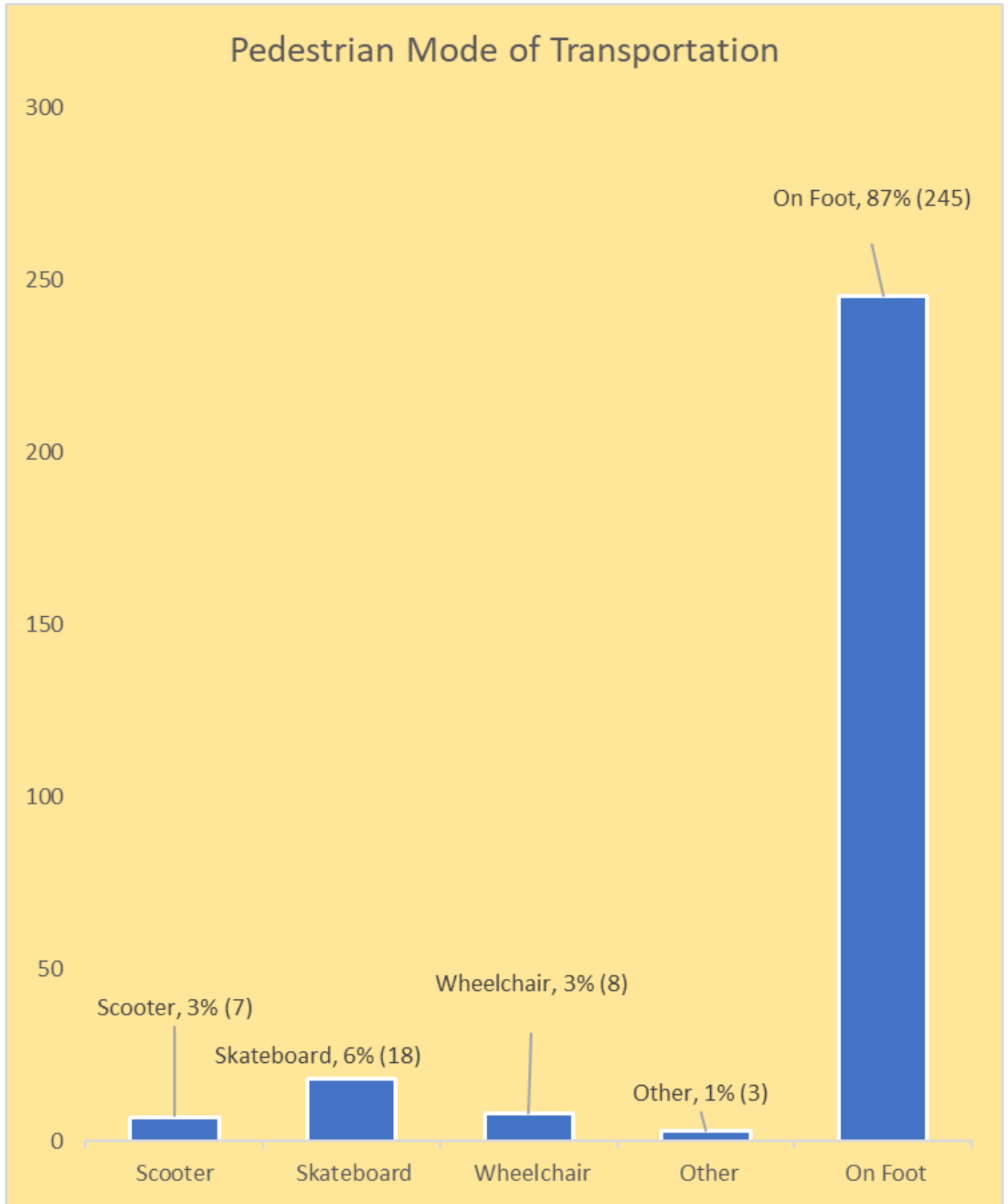
39 - Collision by Pedestrian Injury Severity



40 - Location of Pedestrian Crossing

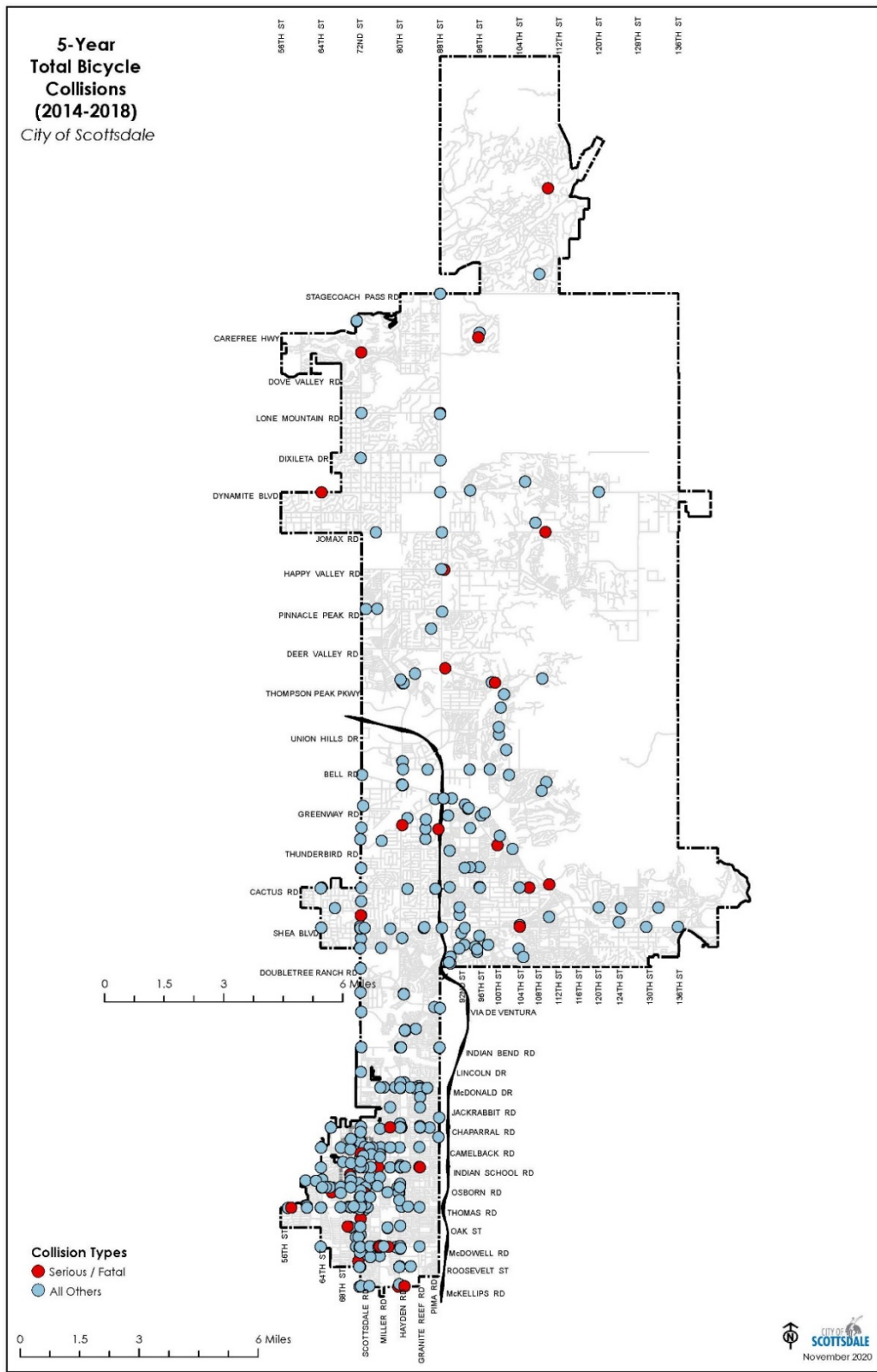


41 - Primary Fault in Collision



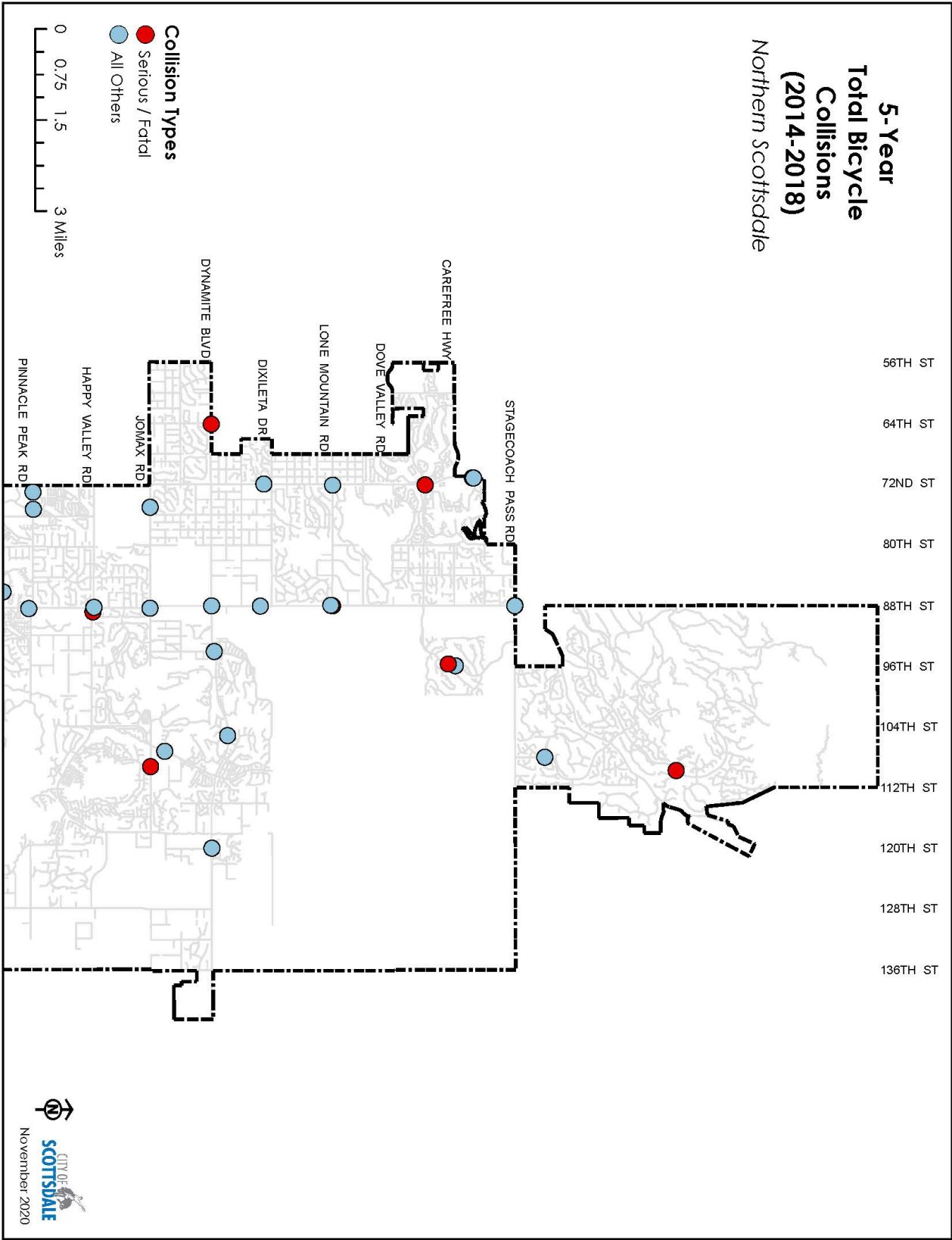
42 - Pedestrian Mode of Transportation

# BICYCLE COLLISION MAPS (2014 – 2018)

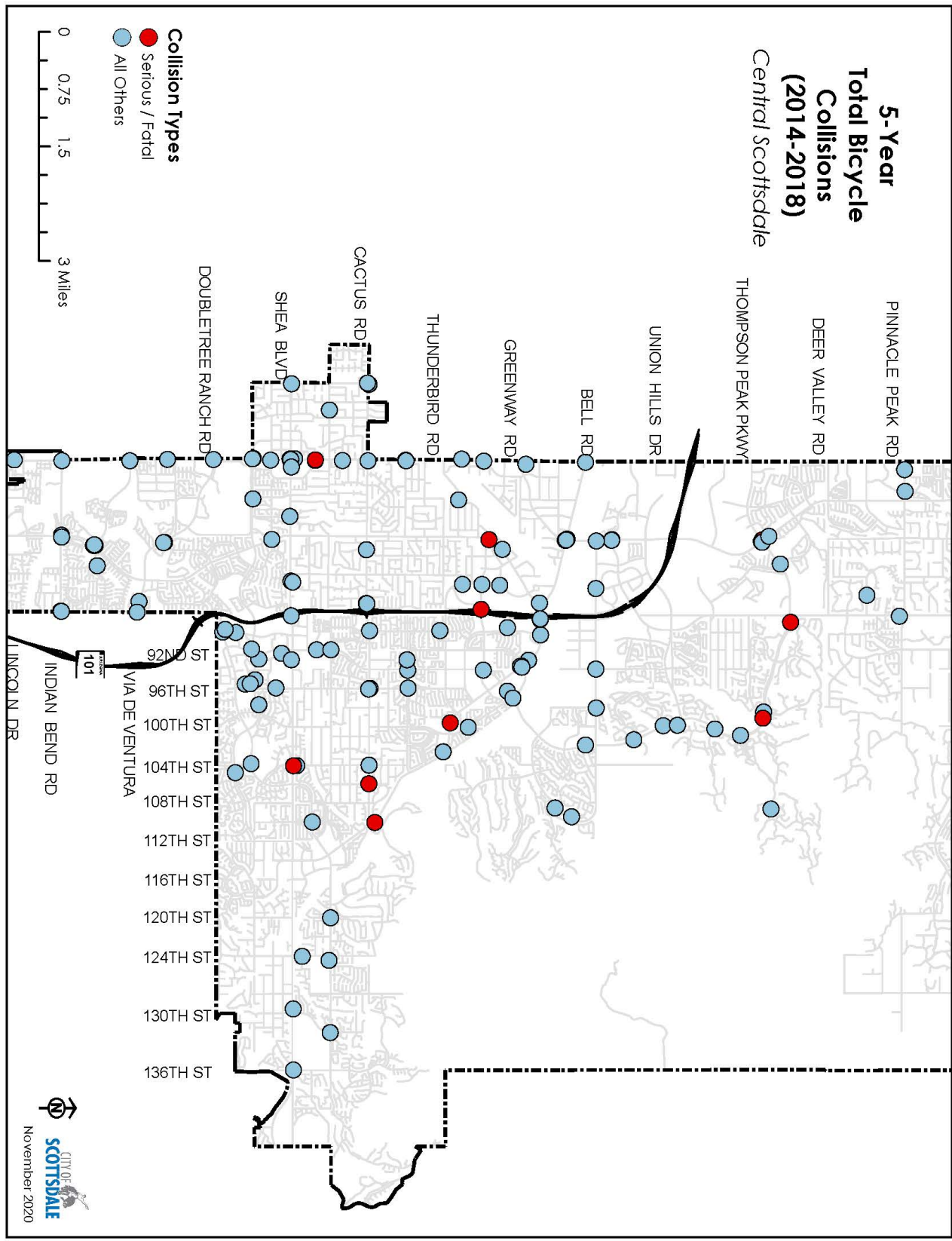


## 43 - 5 Year Total Citywide

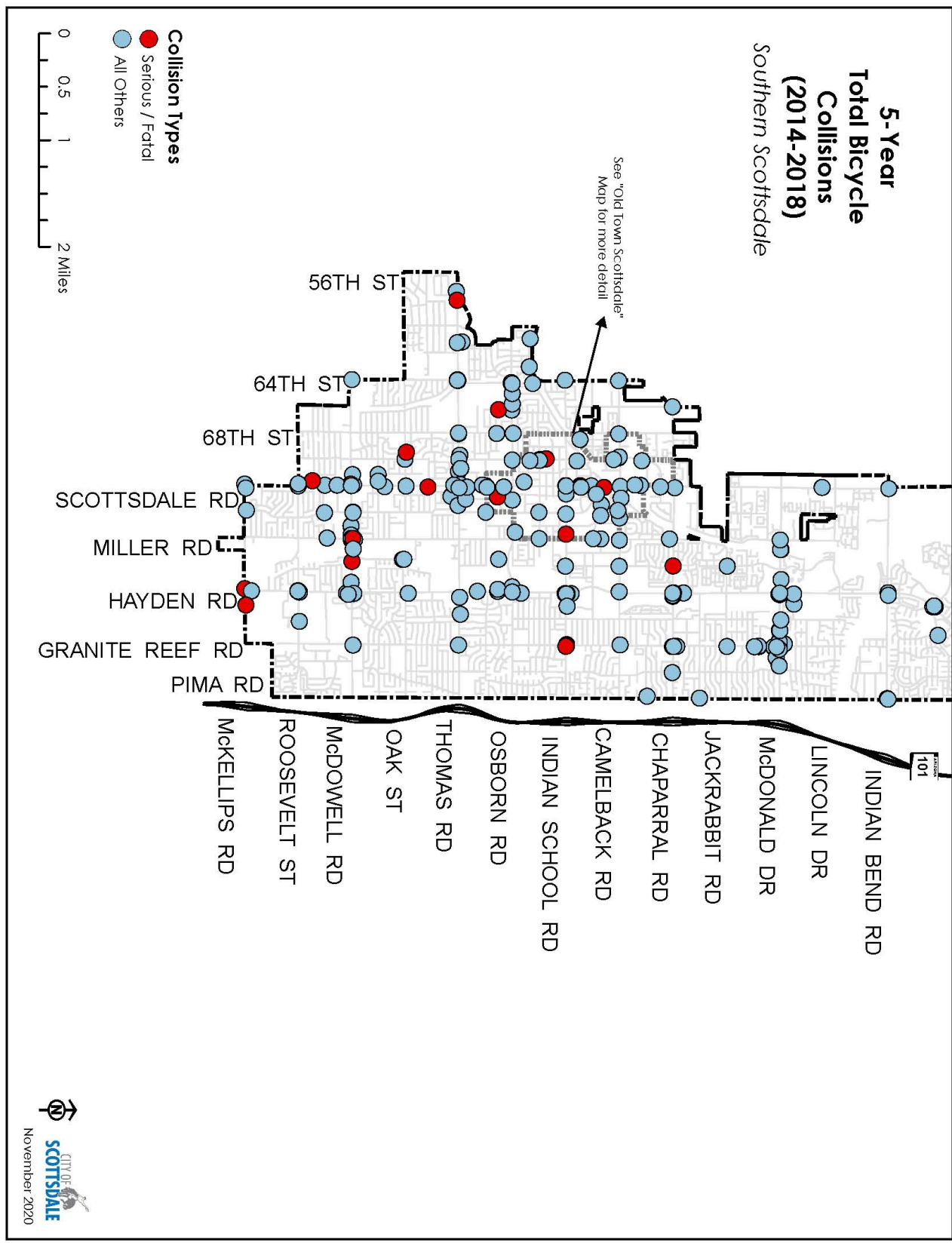




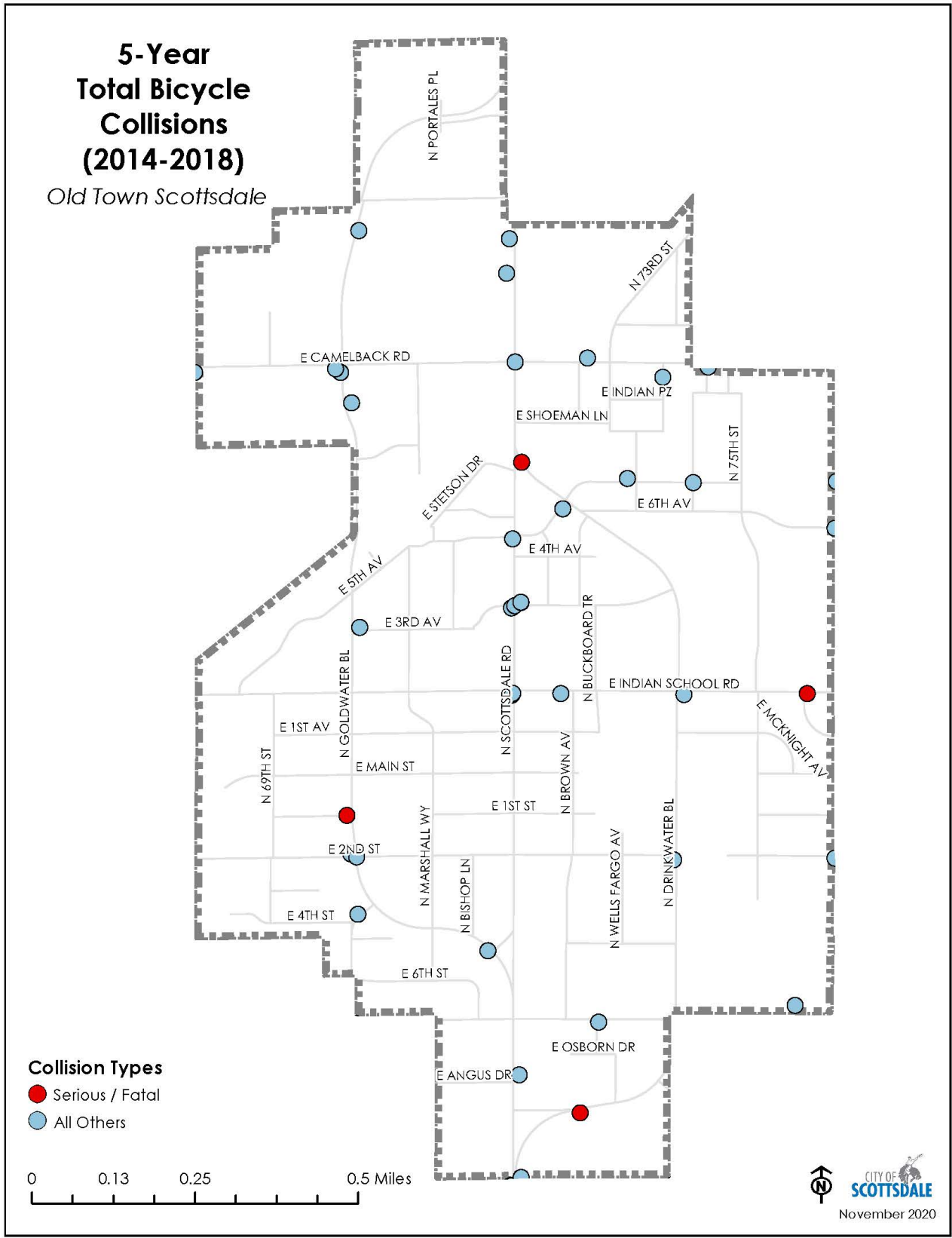
44 - 5 Year Total Northern Scottsdale



45 - 5 Year Total Central Scottsdale

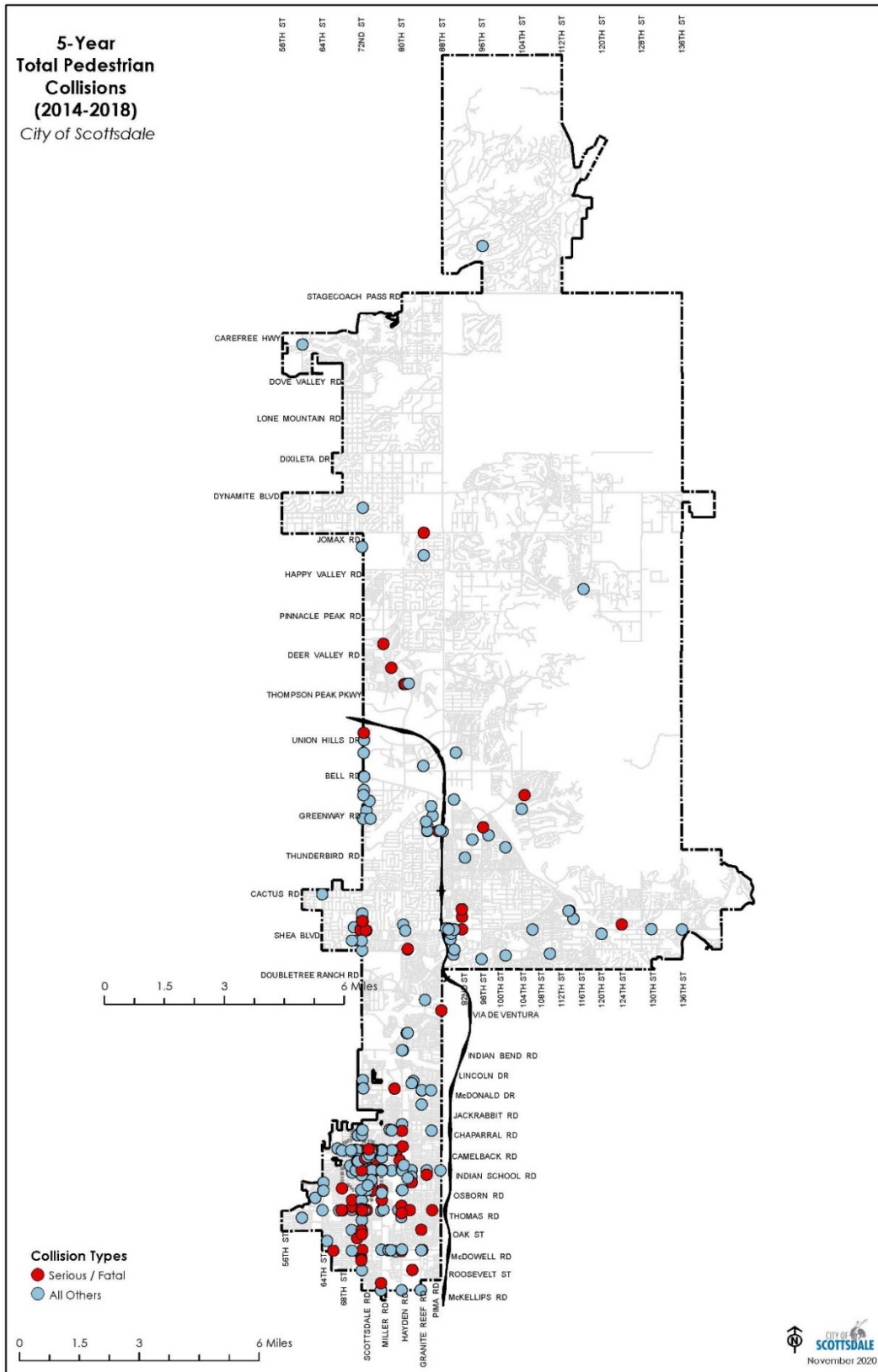


46 - 5 Year Total Southern Scottsdale

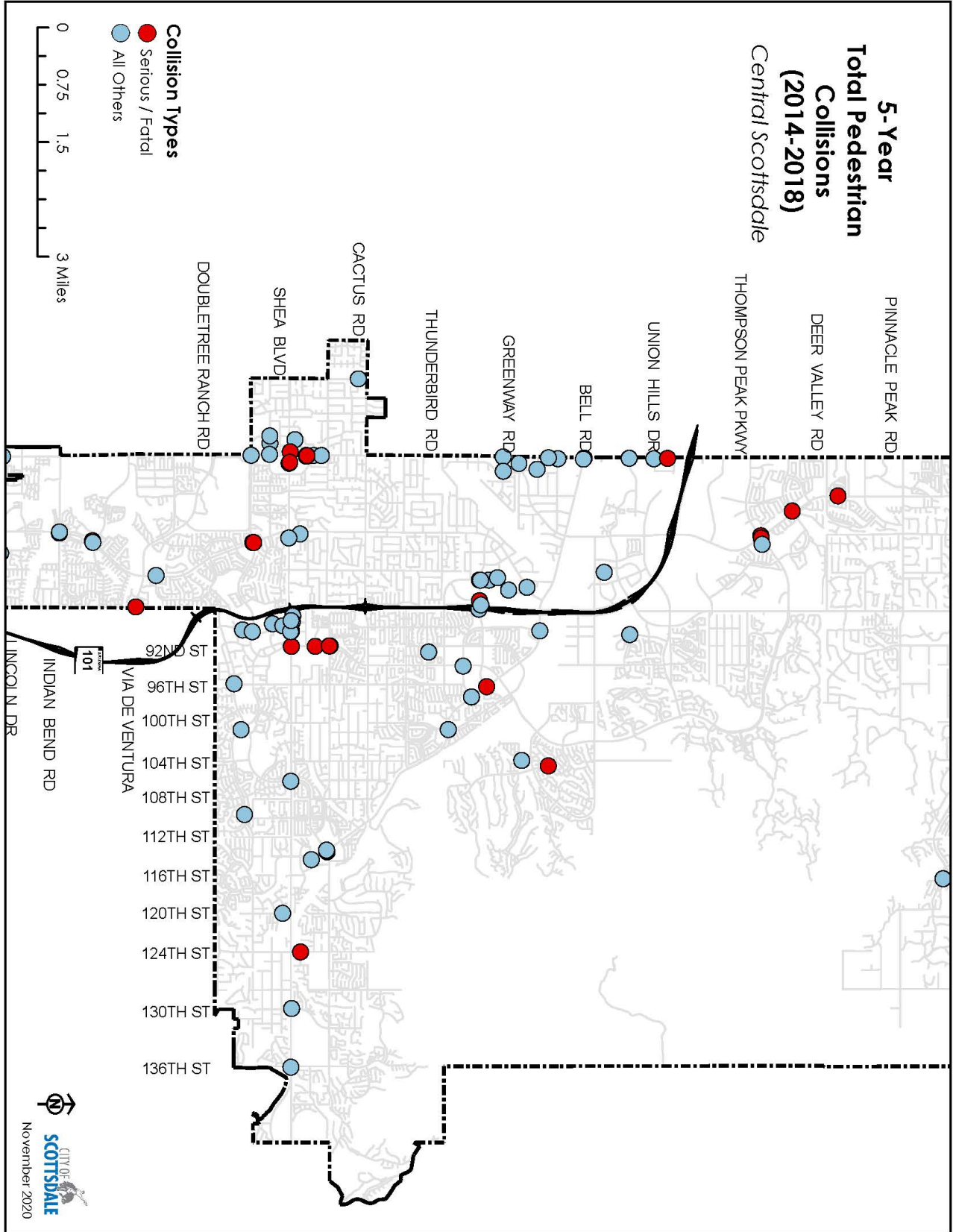


47 - 5 Year Total "Old Town" Scottsdale

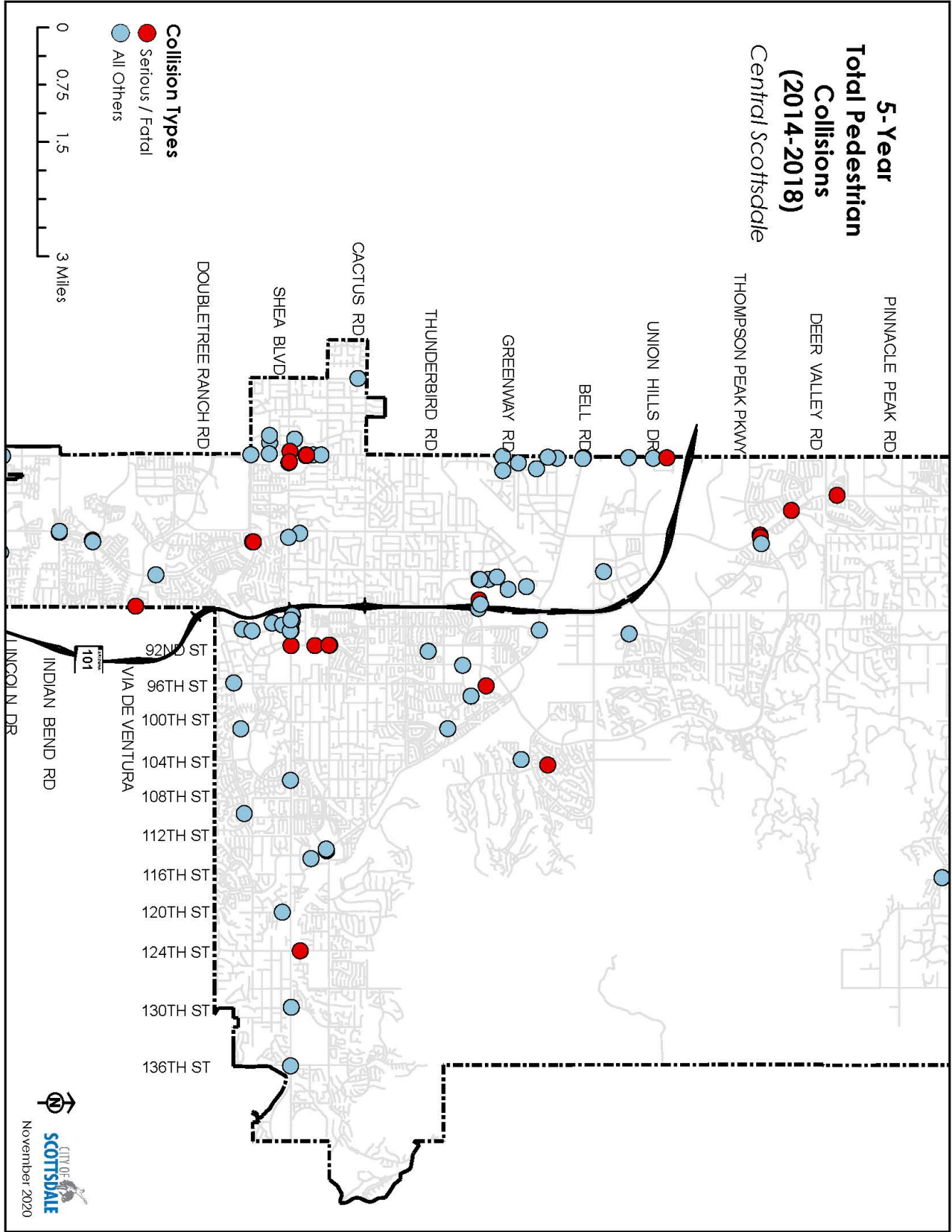
# PEDESTRIAN COLLISION MAPS (2014 – 2018)



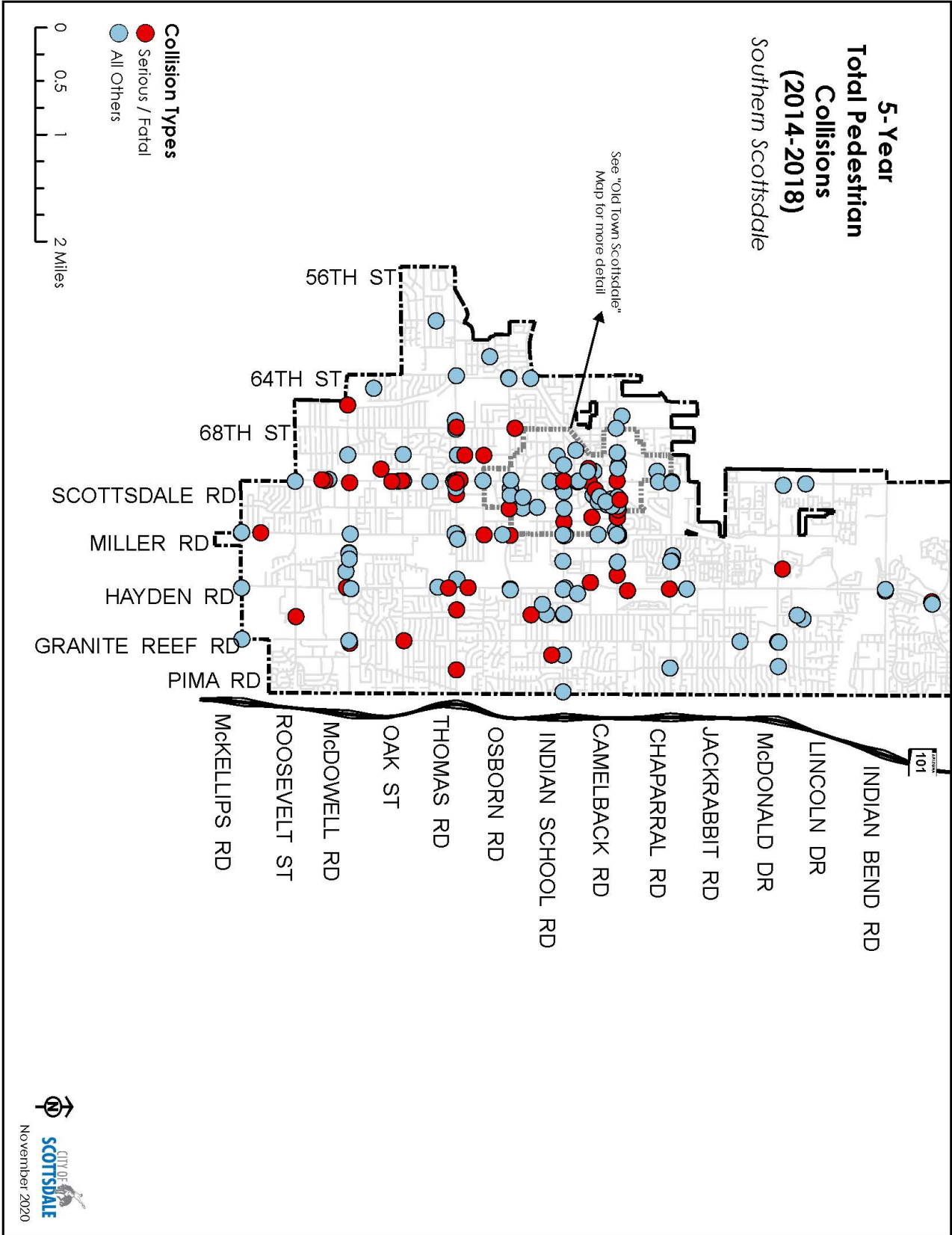
## 48 - 5 Year Total Citywide



49 - 5 Year Total Northern Scottsdale

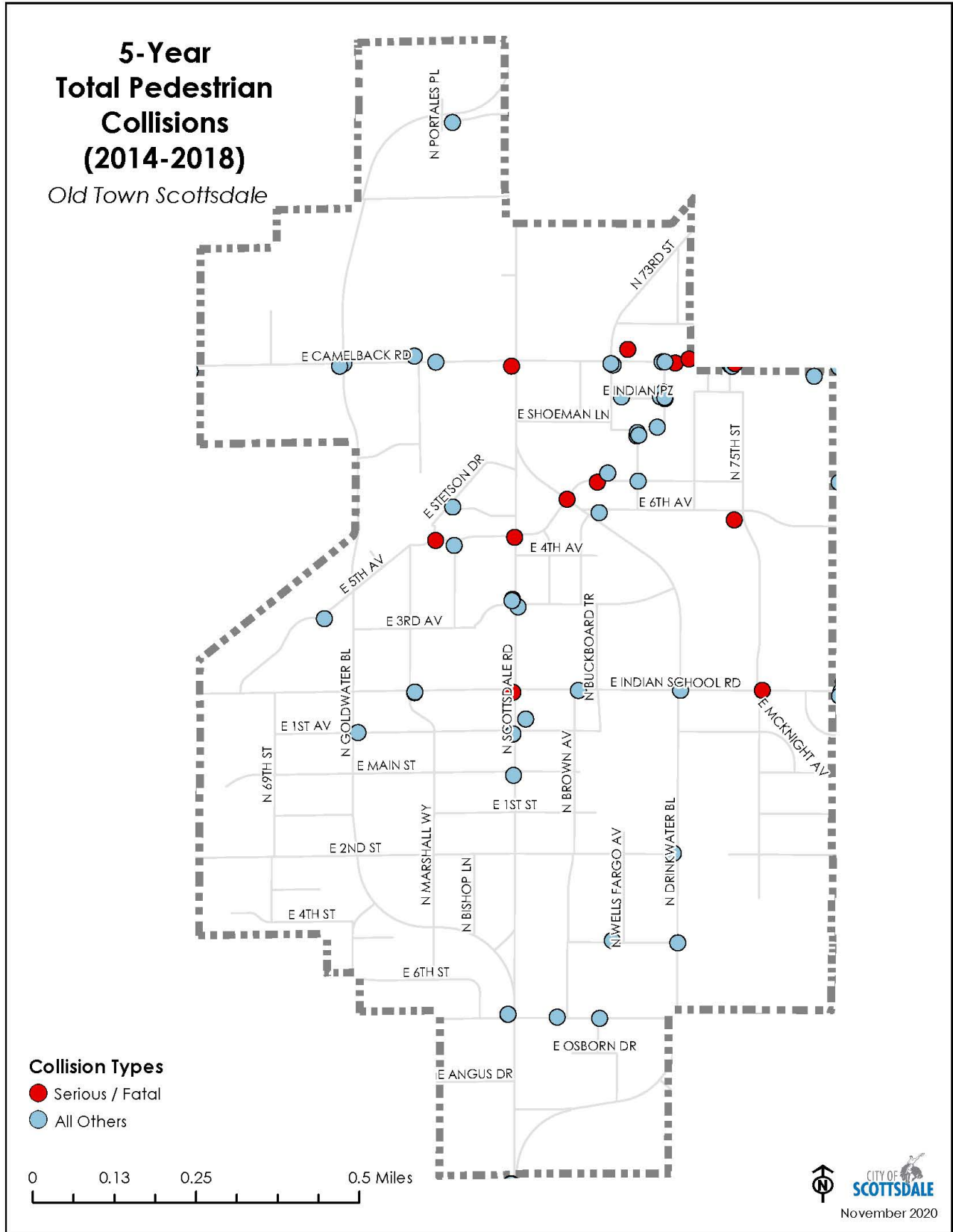


50 - 5 Year Total Central Scottsdale



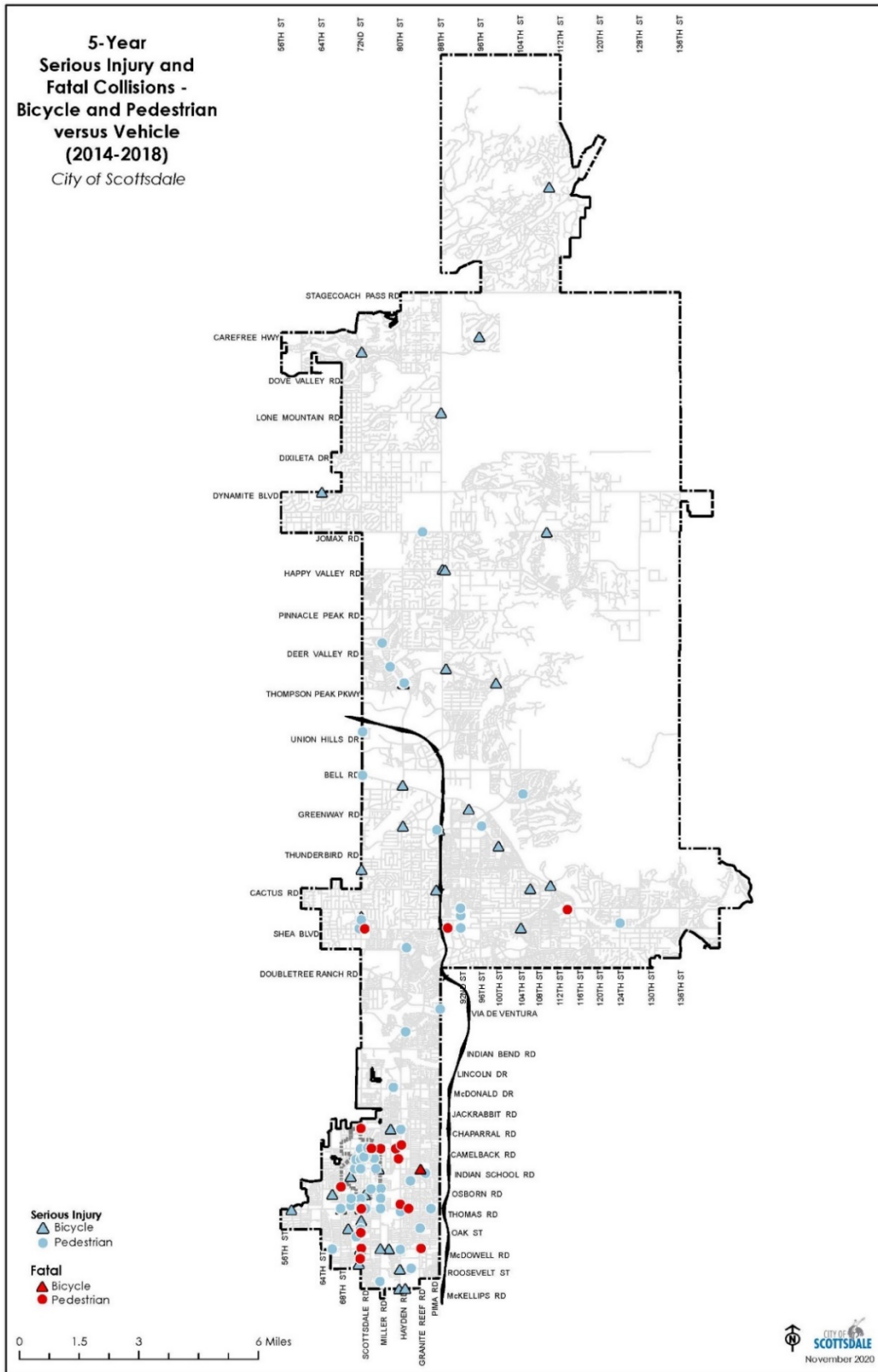
51 - 5 Year Total Southern Scottsdale



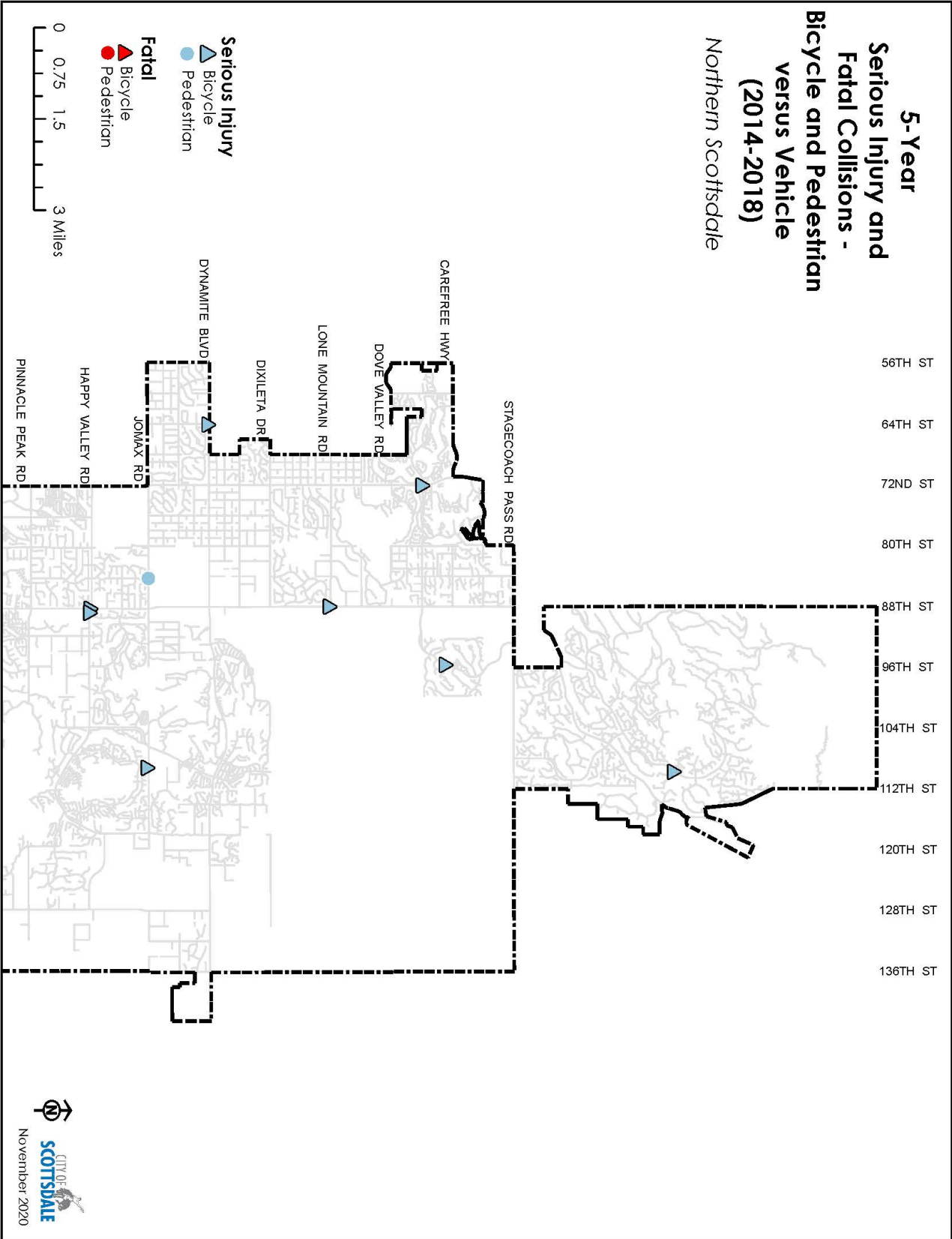


52 - 5 Year Total "Old Town" Scottsdale

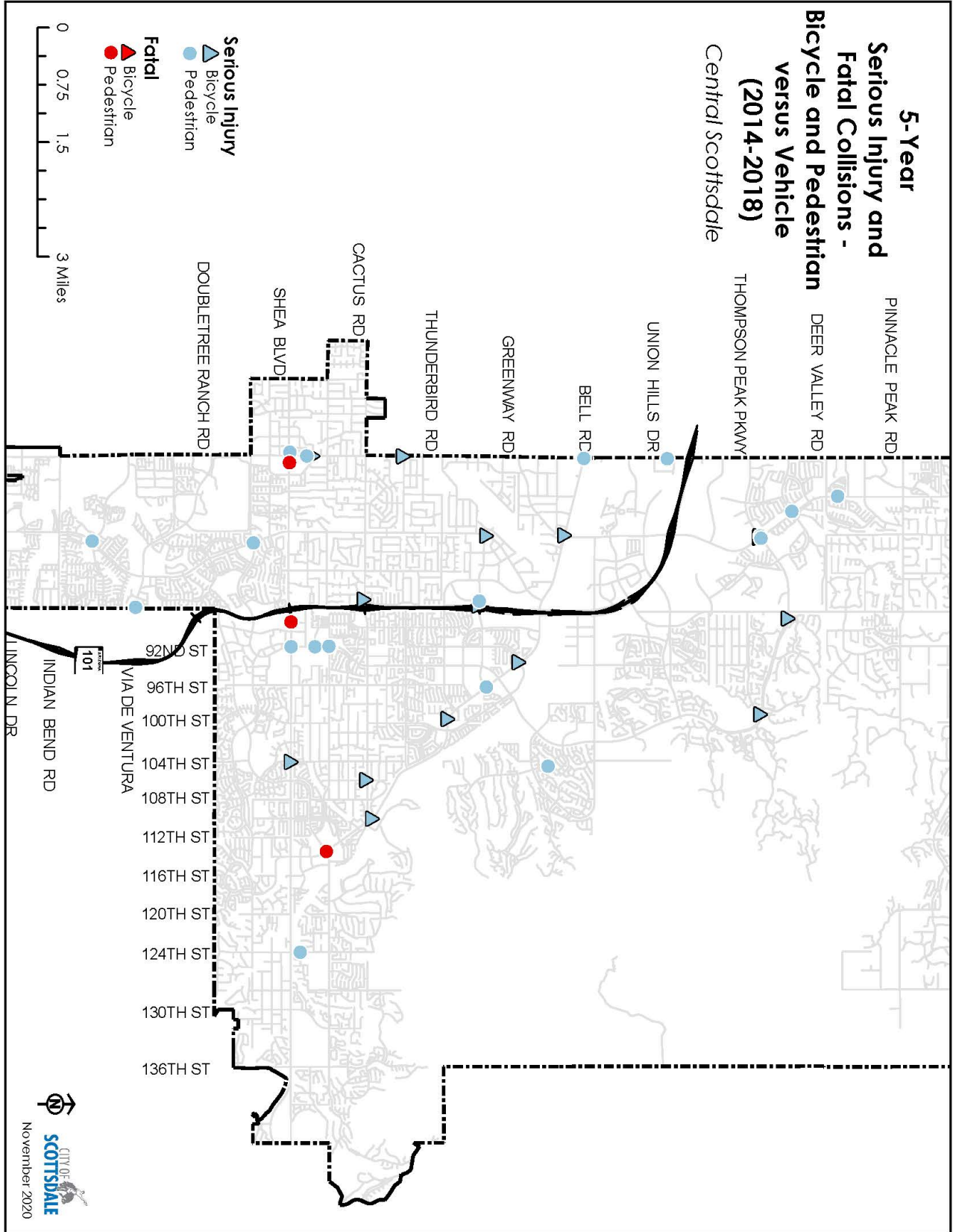
# BICYCLE AND PEDESTRIAN COLLISION SEVERITY MAPS (2014 – 2018)



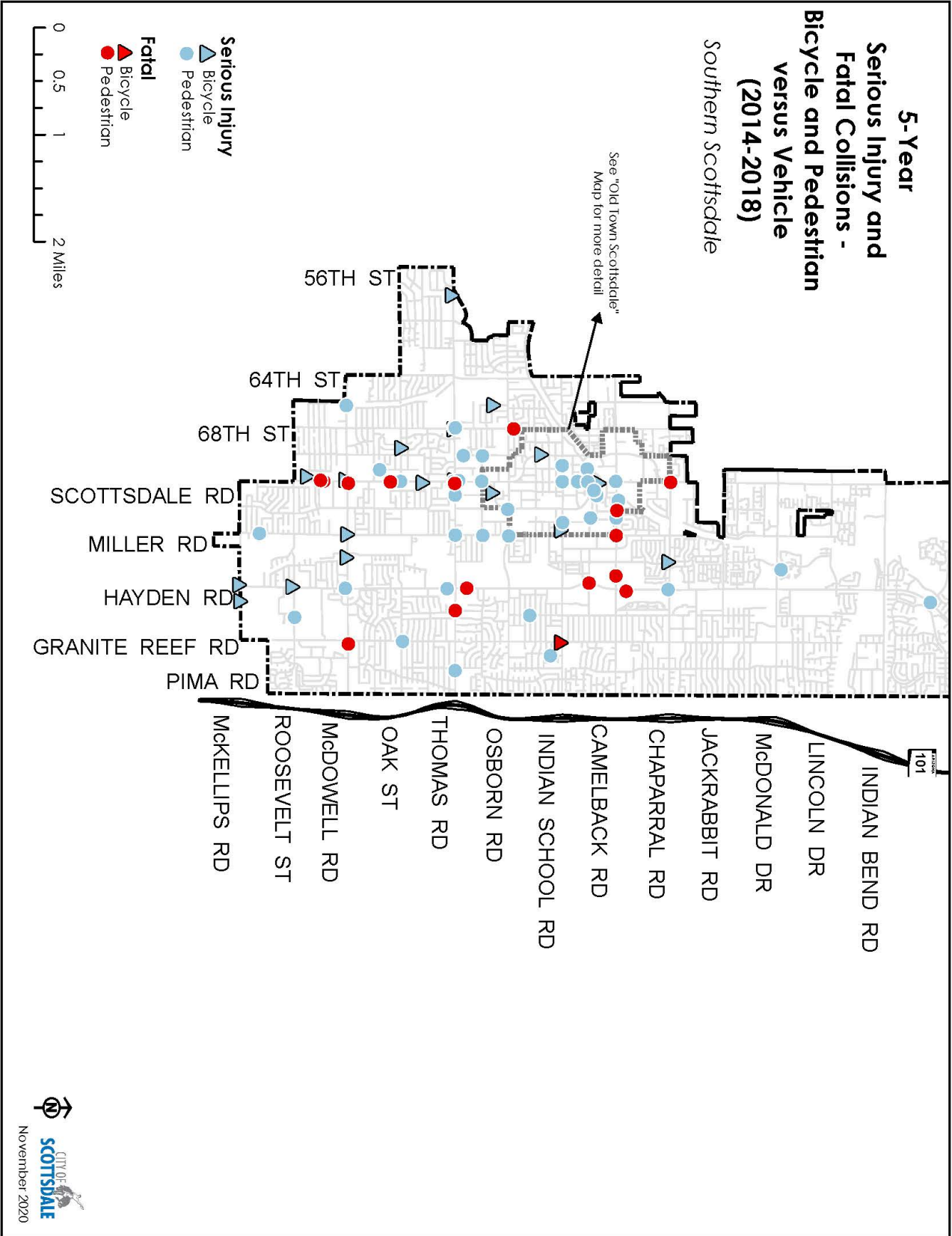
## 53 - 5 Year Total Citywide



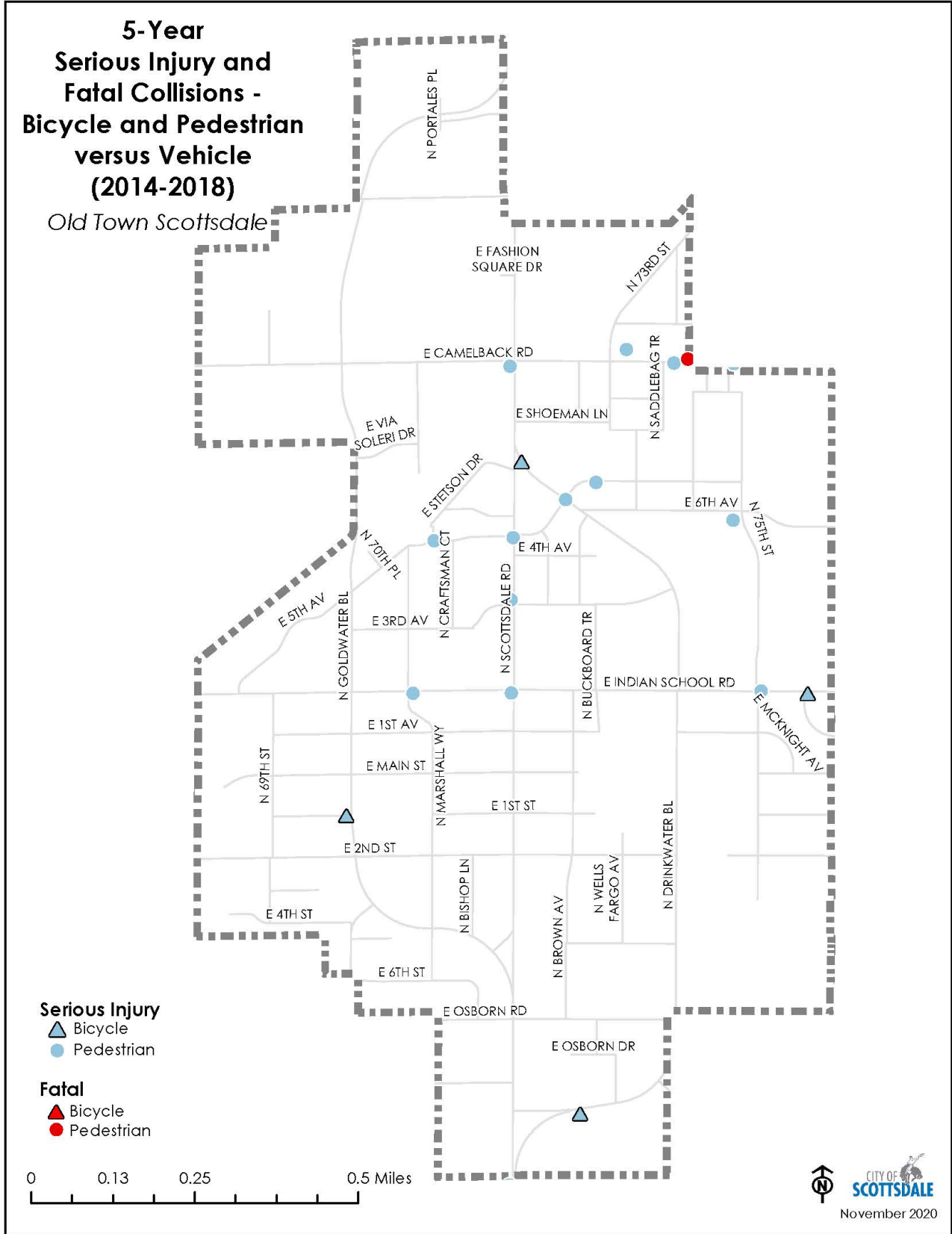
54 - 5 Year Total Northern Scottsdale



55 - 5 Year Total Central Scottsdale



56 - 5 Year Total Southern Scottsdale



57 - 5 Year Total "Old Town" Scottsdale

# ARIZONA CRASH REPORT

ARIZONA CRASH REPORT				REPORT ID				Agency Report Number				
1 POLICE ONLY - FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233				YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.	Total Number of Sheets _____		
				COMPLETE THE TRUCK/BUS SUPPLEMENT IF ANY <input checked="" type="checkbox"/> (circle) AND ANY <input checked="" type="checkbox"/> (diamond) ARE CHECKED								
2 Total Units		Total Injuries		Total Fatalities		Estimated Total Damage Compared To \$2,000 Limit: <input type="checkbox"/> Over <input type="checkbox"/> Under		<input type="checkbox"/> Fatal <input type="checkbox"/> Hit/Run Unit # _____		<input type="checkbox"/> Person Transported for Immediate Medical Care? <input type="checkbox"/> Tow Away of At Least One Vehicle from Scene?		District or Grid No.
3	LOCATION	On Highway/Road/Street <input type="checkbox"/> Inside City <input type="checkbox"/> Outside						County				
	Intersecting Street/Road/M.P. or R.P. <input type="checkbox"/> At <input type="checkbox"/> From	<input type="checkbox"/> North <input type="checkbox"/> East <input type="checkbox"/> Plus <input type="checkbox"/> Distance <input type="checkbox"/> Measured <input type="checkbox"/> Miles <input type="checkbox"/> South <input type="checkbox"/> West <input type="checkbox"/> Minus <input type="checkbox"/> Approximate <input type="checkbox"/> Feet		Light Condition <input type="checkbox"/> 1 Daylight <input type="checkbox"/> 4 Dark - Lighted <input type="checkbox"/> 51 Unknown <input type="checkbox"/> 2 Dawn <input type="checkbox"/> 5 Dark - Not Lighted <input type="checkbox"/> 3 Dusk <input type="checkbox"/> 6 Dark - Unknown Lighting		Weather Conditions <input type="checkbox"/> 1 Clear <input type="checkbox"/> 4 Rain <input type="checkbox"/> 8 Fog, Smog, Smoke <input type="checkbox"/> 2 Cloudy <input type="checkbox"/> 5 Snow or Blowing Snow <input type="checkbox"/> 50 Other <input type="checkbox"/> 3 Sleet, Hail (freezing rain/drizzle) <input type="checkbox"/> 7 Blowing Sand, Soil, Dirt <input type="checkbox"/> 51 Unknown		GLOBAL POSITION		Latitude: _____ Longitude: _____		
4	Is this a Secondary Collision: <input type="checkbox"/> Yes <input type="checkbox"/> No	If YES, were any of the following 1 <sup>st</sup> responders hit?	<input type="checkbox"/> Law Enforcement <input type="checkbox"/> Fire <input type="checkbox"/> EMS <input type="checkbox"/> Tow Operator <input type="checkbox"/> DOT Worker <input type="checkbox"/> Other	Roadway Clear Time: _____		Incident Clear: _____						
	Safety Devices (SD)	Airbag (AB)	Injury Severity (IS)	Seating Position								
5	TRAFFIC UNIT NO.	<input type="checkbox"/> DL # <input type="checkbox"/> No Valid License/Permit State Class End. <input type="checkbox"/> Driver <input type="checkbox"/> Driverless <input type="checkbox"/> Pedestrian <input type="checkbox"/> Pedalcyclist Name (First, Middle, Last) <input type="checkbox"/> ejected <input type="checkbox"/> extricated Suffix Sex	Restrictions Address City State Zip Code Telephone Number	Date of Birth Owner/Carrier Name <input type="checkbox"/> Same as Driver <input type="checkbox"/> Gov't Vehicle Address City State Zip Code	Color Vehicle Year Make Body Style Plate Number State Plate Mo/Yr <input type="checkbox"/> Bus (9 or more seats)	VIN Autonomous Veh <input type="checkbox"/> Control: Man <input type="checkbox"/> AV <input type="checkbox"/> Unkn <input type="checkbox"/> Trailer (Other Unit) Plate No. State Year GWW/GCWR (Rated) Greater Than 10k pounds? <input type="checkbox"/> Yes <input type="checkbox"/> No HazMat Placard? <input type="checkbox"/> Yes <input type="checkbox"/> No	Safety Devices Airbag Injury Severity Posted Speed Limit Ofc Est. Speed Injured Transported To/By	Vehicle Removed to (Address/Storage Location Identifier) <input type="checkbox"/> Disabled <input type="checkbox"/> Not Disabled Vehicle Removed by Orders of	Insurance Company Telephone Number Policy Number Exp. Date			
		<input type="checkbox"/> DL # <input type="checkbox"/> No Valid License/Permit State Class End. <input type="checkbox"/> Driver <input type="checkbox"/> Driverless <input type="checkbox"/> Pedestrian <input type="checkbox"/> Pedalcyclist Name (First, Middle, Last) <input type="checkbox"/> ejected <input type="checkbox"/> extricated Suffix Sex	Restrictions Address City State Zip Code Telephone Number	Date of Birth Owner/Carrier Name <input type="checkbox"/> Same as Driver <input type="checkbox"/> Gov't Vehicle Address City State Zip Code	Color Vehicle Year Make Body Style Plate Number State Plate Mo/Yr <input type="checkbox"/> Bus (9 or more seats)	VIN Autonomous Veh <input type="checkbox"/> Control: Man <input type="checkbox"/> AV <input type="checkbox"/> Unkn <input type="checkbox"/> Trailer (Other Unit) Plate No. State Year GWW/GCWR (Rated) Greater Than 10k pounds? <input type="checkbox"/> Yes <input type="checkbox"/> No HazMat Placard? <input type="checkbox"/> Yes <input type="checkbox"/> No	Safety Devices Airbag Injury Severity Posted Speed Limit Ofc Est. Speed Injured Transported To/By	Vehicle Removed to (Address/Storage Location Identifier) <input type="checkbox"/> Disabled <input type="checkbox"/> Not Disabled Vehicle Removed by Orders of	Insurance Company Telephone Number Policy Number Exp. Date			
6	PASSENGERS	Unit # Seat Pos SD AB IS Name Address City State Zip Code Phone Sex D.O.B.	<input type="checkbox"/> transported by EMS/Fire <input type="checkbox"/> ejected <input type="checkbox"/> extricated	<input type="checkbox"/> transported by EMS/Fire <input type="checkbox"/> ejected <input type="checkbox"/> extricated	<input type="checkbox"/> transported by EMS/Fire <input type="checkbox"/> ejected <input type="checkbox"/> extricated							
		7 VEHICLE DAMAGED AREA(S) - (CIRCLE ALL THAT APPLY)	Unit # 1  2 3 4 5 6 7 8	0 - NONE 10 - UNDERCARRIAGE 51 - UNKNOWN	Unit # 1  2 3 4 5 6 7 8	0 - NONE 10 - UNDERCARRIAGE 51 - UNKNOWN						
8	WITNESSES	Property Damaged (Other than Vehicles) Owner Code 1 - Private 2 - Public Utility 3 - Federal Government 4 - State of Arizona 5 - County in Arizona 6 - City in Arizona 7 - Tribal Nation 8 - Inventory Tag No	OC Owner's Name Address (or Bar Code ID Number) City State Zip Code Telephone Number	Name Address City State Zip Code Telephone Number D.O.B.								
		UNIT # A.R.S. NO. OR CITY CODE	UNIT # A.R.S. NO. OR CITY CODE									
9	CITATION	Photos Taken <input type="checkbox"/> Yes <input type="checkbox"/> No Photographer's Name, ID Number and Agency Name Invest. At Scene <input type="checkbox"/> Yes <input type="checkbox"/> No Date Invest. Time Invest. Fire/EMS Incident No	Officer's Name / Badge # Supervisor's Signature Agency Name Date Completed									

01-2704A R02/20

**ARIZONA CRASH REPORT** REPORT ID

1 **CONTINUED** POLICE ONLY - FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17<sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233

YEAR MONTH DAY HOUR NCIC NO. OFFICER ID NO.

Agency Report Number \_\_\_\_\_  
Total Number of Sheets \_\_\_\_\_

**12 - ROAD SURFACE CONDITION**  
UNIT #

01 DRY  08 MUD/DIRT/GRAVEL/SAND  
 02 WET  09 SNOW/SLUSH  
 03 SNOW/SLUSH  10 ICE/FROST  
 04 ICE/FROST  11 WATER (standing/moving)  
 05 WATER (standing/moving)  51 UNKNOWN

**19 - CONTRIBUTING CIRCUMSTANCES**  
UP TO TWO CHOICES PER UNIT  
UNIT #

00 NO CONTRIBUTING CIRCUMSTANCE

**ENVIRONMENTAL** **ROAD**

1. GLARE  A. SUNLIGHT  3 ROAD SURFACE CONDITION  
 4 DEBRIS  
 5 WORK ZONE  
 6 OBSTRUCTION IN ROADWAY  
 7 CHANGING ROAD WIDTH  
 8 NON-HIGHWAY WORK

2. PHYSICAL OBSTRUCTION(S)  
 A. STOPPED/PARKED VEHICLE  
 B. MOVING VEHICLE  
 C. LOAD ON VEHICLE  
 D. TREE/SHRUB/BUSH

**MOTOR VEHICLE**  
 12 TIRES  
 50 OTHER  
 51 UNKNOWN

POSSIBLE ROAD RAGE INCIDENT

**22 - VIOLATIONS/BEHAVIOR**  
CHECK ALL THAT APPLY  
UNIT #

01 NO IMPROPER ACTION  
 02 SPEED TOO FAST FOR CONDITIONS  
 03 EXCEEDED LAWFUL SPEED  
 04 FOLLOWED TOO CLOSELY  
 05 RAN STOP SIGN  
 06 DISREGARDED TRAFFIC SIGNAL  
 07 MADE IMPROPER TURN  
 08 DROVE LEFT OF CENTER LINE  
 09 WRONG WAY DRIVING  
 10 CROSSED MEDIAN  
 11 PASSED IN NO PASSING ZONE  
 12 UNSAFE LANE CHANGE  
 13 FAILED TO KEEP IN PROPER LANE  
 17 DID NOT USE CROSSWALK  
 20 FAILED TO YIELD RIGHT-OF-WAY  
 49 AGGRESSIVE DRIVING  
 50 OTHER  
 51 UNKNOWN

**13 - ROAD GRADE**  
UNIT #

01 LEVEL  03 UPHILL  
 02 DOWNHILL  51 UNKNOWN

**14 - RELATION TO JUNCTION**

0 NOT JUNCTION RELATED  4 RAILWAY GRADE CROSSING  
 1 INTERSECTION (with)  7 DRIVEWAY or ALLEY ACCESS  
 4-WAY  T-INTER  OTHER  50 OTHER  
 2 INTERSECTION-RELATED  51 UNKNOWN  
 3 ENTRANCE/EXIT RAMP

**15 - TRAFFICWAY DESCRIPTION**

0 ONE WAY TRAFFICWAY  
 2 TWO-WAY, NOT DIVIDED (no median present)  
 3 TWO-WAY, (NOT DIVIDED) WITH A CONTINUOUS LEFT TURN LANE  
 4 TWO-WAY, DIVIDED, UNPROTECTED MEDIAN  
 5 TWO-WAY, DIVIDED, POSITIVE MEDIAN BARRIER  
 51 UNKNOWN

**16 - TRAFFIC CONTROL DEVICE**  
UNIT #

00 NO CONTROLS  07 PERSON (law enforcement, crossing guard, flagger, etc.)  
 01 SIGNAL  08 TRAFFIC CIRCLE / ROUNDABOUT  
 02 STOP SIGN  09 PEDESTRIAN HYBRID BEACON/HAWK  
 03 YIELD SIGN  50 OTHER  
 04 WARNING SIGN  51 UNKNOWN  
 05 RAILROAD CROSSING SIGN  
 06 FLASHING TRAFFIC SIGNAL

**20 - DISTRACTED DRIVING BEHAVIOR**  
UNIT #

00 NOT DISTRACTED/NOT APPLICABLE  
 01 TALKING ON HANDS FREE DEVICE  
 02 TALKING ON HAND HELD DEVICE  
 03 PASSENGER  
 04 OTHER ACTIVITY, ELECTRONIC DEVICE  
 05 MANUALLY OPERATING AN ELECTRONIC DEVICE  
 06 OTHER INSIDE THE VEHICLE (eating, drinking, etc.)  
 07 OUTSIDE THE VEHICLE (includes unspecified distractions)  
 50 DISTRACTED, UNKNOWN REASON  
 51 UNKNOWN IF DISTRACTED

**23 - TRAFFIC UNIT MANEUVER/ACTION**  
UNIT #

01 GOING STRAIGHT AHEAD  
 02 SLOWING IN TRAFFICWAY  
 03 STOPPED IN TRAFFICWAY  
 04 MAKING LEFT TURN  
 05 MAKING RIGHT TURN  
 06 MAKING U-TURN  
 07 OVERTAKING/PASSING  
 08 CHANGING LANES  
 09 NEGOTIATING A CURVE  
 10 BACKING  
 11 AVOIDING VEHICLE/OBJECT/PED/CYCLIST  
 12 ENTERING PARKING POSITION  
 13 LEAVING PARKING POSITION  
 14 PROPERLY PARKED  
 15 IMPROPERLY PARKED  
 16 MOVING VEHICLE - NO DRIVER  
 17 CROSSING ROAD  
 18 WALKING WITH TRAFFIC  
 19 WALKING AGAINST TRAFFIC  
 20 STANDING  
 21 LYING  
 22 GETTING ON/OFF VEHICLE  
 50 OTHER  
 51 UNKNOWN

**17 - MANNER OF CRASH IMPACT**

01 SINGLE VEHICLE  06 SIDESWIPE, SAME DIRECTION  
 02 ANGLE (front to side) (other than left turn)  07 SIDESWIPE, OPPOSITE DIRECTION  
 03 LEFT TURN  10 U-TURN  
 04 REAR END (front-to-rear)  
 05 HEAD-ON (front-to-front) (other than left turn)  50 OTHER  
 51 UNKNOWN

**21 - CONDITION INFLUENCING Driver/Ped/Cyclist**  
UP TO THREE CHOICES PER UNIT  
UNIT #

00 NO APPARENT INFLUENCE  
 01 ILLNESS OR PHYSICAL IMPAIRMENT  
 02 FELL ASLEEP/FATIGUED  
 03 ALCOHOL  
 04 ILLEGAL DRUGS  
 05 MEDICATIONS  
 06 MARIJUANA  
 07 MED MARIJUANA CARD PRESENTED  
 50 OTHER  
 51 UNKNOWN CONDITION

**21 DRE (check all that apply)**

a DRE RESPONDED  
 b SUSPECT EVALUATED  
 c SUSPECT ARRESTED

**18 - DIRECTION OF UNIT TRAVEL (Compass)**  
BEFORE 1ST CRASH EVENT  
UNIT #

01 NORTH  06 NORTHEAST  
 02 SOUTH  07 SOUTHWEST  
 03 EAST  08 SOUTHEAST  
 04 WEST  51 UNKNOWN  
 05 NORTHWEST

*NOTE: FOR PARKED OR STOPPED VEHICLES, INDICATE THE DIRECTION THE VEHICLE WAS FACING AT THE TIME OF THE CRASH*

**24 - LOCATION OF PEDESTRIAN/CYCLIST**  
UNIT #

01 AT INTERSECTION-IN MARKED CROSSWALK  
 02 AT INTERSECTION-UNMARKED/UNKNOWN IF MARKED CROSSWALK  
 03 AT INTERSECTION-NOT IN CROSSWALK  
 04 AT INTERSECTION-UNKNOWN LOCATION  
 05 NOT AT INTERSECTION IN MARKED CROSSWALK  
 06 NOT AT INTERSECTION-ON ROADWAY, NOT IN MARKED CROSSWALK  
 07 NOT AT INTERSECTION-ON ROADWAY, CROSSWALK AVAILABILITY UNKNOWN  
 08 SCHOOL CROSSWALK  
 09 PARKING LANE/ZONE

10 BICYCLE LANE  
 11 SHOULDER/ROADSIDE  
 12 SIDEWALK  
 13 MEDIAN/CROSSING ISLAND  
 14 DRIVEWAY ACCESS  
 15 SHARED-USE PATH  
 16 NON-TRAFFICWAY AREA  
 50 OTHER  
 51 UNKNOWN LOCATION

**25 - ROADWAY ALIGNMENT**  
UNIT #

01 STRAIGHT  03 CURVE RIGHT  
 02 CURVE LEFT  51 UNKNOWN

**27 - SEQUENCE OF EVENTS**  
UP TO FOUR CRASH EVENTS FOR EACH UNIT IN THE ORDER OF OCCURRENCE

**NON-COLLISION**

1 OVERTURN/ROLLOVER  
2 FIRE/EXPLOSION  
3 CARGO/EQUIPMENT LOSS/SHIFT  
4 FELL/JUMPED FROM VEHICLE  
5 OTHER NON-COLLISION  
6 EQUIPMENT FAILURE (tires, brakes)  
7 SEPARATION OF UNITS  
8 RAN OFF ROAD RIGHT  
9 RAN OFF ROAD LEFT  
10 CROSS MEDIAN  
11 CROSS CENTERLINE  
12 DOWNHILL RUNAWAY

**COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT**

16 MOTOR VEHICLE IN TRANSPORT  
17 PEDESTRIAN  
18 PEDALCYCLE  
19 TRAIN  
20 LIGHT RAILWAY/RAILCAR VEHICLE  
21 ANIMAL  
25 PARKED MOTOR VEHICLE  
27 STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY ANOTHER VEHICLE  
28 OTHER NON-FIXED OBJ.

**COLLISION WITH FIXED OBJECT**

29 IMPACT ATTENUATOR/CRASH CUSHION/GUARDRAIL END  
33 CONCRETE CURB  
36 GUARDRAIL FACE  
38 MEDIAN BARRIER  
39 CABLE BARRIER  
41 TREE, BUSH, STUMP (standing)  
42 TRAFFIC SIGN SUPPORT  
43 TRAFFIC SIGNAL SUPPORT  
44 UTILITY POLE/LIGHT SUPPORT  
46 FENCE  
50 OTHER FIXED OBJ.  
51 UNKNOWN

FIRST HARMFUL EVENT OF THE CRASH \_\_\_\_\_

SEQUENCE OF EVENTS PER TRAFFIC UNIT

	Unit _____	Unit _____
FIRST EVENT		
SECOND EVENT		
THIRD EVENT		
FOURTH EVENT		

**26 - LANE**  
Please enter unit's number and lane of travel before first crash event

UNIT	UNIT

0 TWO-WAY CONTINUOUS LEFT TURN  
1-9 1= FIRST LANE NEXT TO A MEDIAN THRU 9  
10 CROSSWALK  
L1 THRU LX - LEFT TURN ONLY LANES (L1 = 1<sup>ST</sup> LEFT TURN AFTER MEDIAN/CENTERLINE)  
R1 THRU RX - RIGHT TURN LANES (R1 = 1<sup>ST</sup> RIGHT TURN AFTER THROUGH LANES)  
SW SIDEWALK  
BL DEDICATED BIKE LANE  
HOV HIGH OCCUPANCY VEHICLE  
49 NON-ROADWAY  
50 OTHER  
51 UNKNOWN

01-2704B R11/17



<b>ARIZONA CRASH REPORT</b>		REPORT ID						Agency Report Number	
<b>1</b>	<b>CONTINUED</b> <small>POLICE ONLY—FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 084R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233</small>	YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.		
<b>28</b>	<b>CRASH DIAGRAM</b>						<input type="checkbox"/> MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE <input type="checkbox"/> MEASUREMENTS ARE SCALED (SCALE = _____)		
									<b>29</b> INDICATE NORTH

<b>30</b>	<b>NARRATIVE</b>	Describe what happened

01-2704C R11/17

# ARIZONA CRASH REPORT: DEFINITIONS AND EXCERPTS

## Pedestrian Collision Category Definitions

- Light Condition – taken from field 09 on the corresponding Arizona Crash Report, shown in the snippet below.
  - Daylight – reports listed as having “Day” light condition all contained field 09 with the first checkbox marked.
  - Dawn/Dusk – reports listed as having “Twilight” light condition contained field 09 with checkboxes 2 or 3 marked.
  - Dark – reports listed as having “Night” light condition contained field 09 with checkboxes 4, 5 or 6 marked.

09 - LIGHT CONDITION	
<input type="checkbox"/>	1 DAYLIGHT
<input type="checkbox"/>	2 DAWN
<input type="checkbox"/>	3 DUSK
<input checked="" type="checkbox"/>	4 DARK-LIGHTED
<input type="checkbox"/>	5 DARK-NOT LIGHTED
<input type="checkbox"/>	6 DARK-UNKNOWN LIGHTING

- Violation/Behavior of Pedestrian & Driver – taken from field 22 on the corresponding Arizona Crash Report, shown in the snippet below. Some Crash Reports listed multiple violations/behaviors for a single individual involved or consisted of multiple pedestrians/vehicles involved in a single collision. Therefore, the total number of violations for both pedestrians and drivers are greater than the total number of listed reports.

22 - VIOLATIONS / BEHAVIOR			
UNIT #		UP TO TWO CHOICES PER PERSON	
1	2	1	2
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 NO IMPROPER ACTION
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 SPEED TOO FAST FOR CONDITIONS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3 EXCEEDED LAWFUL SPEED
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4 FOLLOWED TOO CLOSELY
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5 RAN STOP SIGN
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6 DISREGARDED TRAFFIC SIGNAL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7 MADE IMPROPER TURN
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8 DROVE/RODE IN OPPOSING TRAFFIC LANE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9 KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10 REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 PASSED IN NO PASSING ZONE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12 UNSAFE LANE CHANGE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13 FAILED TO KEEP IN PROPER LANE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14 DISREGARDED PAVEMENT MARKINGS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	15 OTHER UNSAFE PASSING
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16 (Moved to Box 20 - Distracted Driver Behavior)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17 DID NOT USE CROSSWALK
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	18 WALKED ON WRONG SIDE OF ROAD
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	19 (Moved to Box 20 - Distracted Driver Behavior)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	20 FAILED TO YIELD RIGHT-OF-WAY
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	97 OTHER _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	99 UNKNOWN

- Impairment – taken from field 21 on the corresponding Arizona Crash Report, shown in the snippet below. For the purpose of this report, impairment refers to alcohol, drug, or medication use.
  - Pedestrian Impairment – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the pedestrian.
  - Driver Impairment – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the driver.
  - Both Involved Under Influence – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the pedestrian and driver.
  - No Impairment – report contained field 21 with checkboxes 0, 1, 2, 3, 97 or 99 marked for the unit corresponding to both the pedestrian and driver.

21 - CONDITIONS INFLUENCING Driver/Ped/Cyclist			
UNIT #		UP TO TWO CHOICES PER UNIT	
1	2		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	NO APPARENT INFLUENCE
<input type="checkbox"/>	<input type="checkbox"/>	1	ILLNESS
<input type="checkbox"/>	<input type="checkbox"/>	2	PHYSICAL IMPAIRMENT
<input type="checkbox"/>	<input type="checkbox"/>	3	FELL ASLEEP / FATIGUED
<input type="checkbox"/>	<input type="checkbox"/>	4	ALCOHOL
<input type="checkbox"/>	<input type="checkbox"/>	5	DRUGS
<input type="checkbox"/>	<input type="checkbox"/>	6	MEDICATIONS
CHECK ONE IF BLOCKS 4, 5, OR 6 CHECKED			
<input type="checkbox"/>	<input type="checkbox"/>	A	NO TEST GIVEN
<input type="checkbox"/>	<input type="checkbox"/>	B	TEST GIVEN
<input type="checkbox"/>	<input type="checkbox"/>	C	TEST REFUSED
<input type="checkbox"/>	<input type="checkbox"/>	D	TESTING UNKNOWN
<input type="checkbox"/>	<input type="checkbox"/>	97	OTHER _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	99	UNKNOWN CONDITION

- Driver’s Intended Movement Prior to Collision – This category was interpreted from the narrative included in the Arizona Crash Report. In the narrative, the driver’s intended traffic unit maneuver is commonly mentioned.
  - Unknown – reports listed as “unknown” in this category are listed as such because either the driver fled the scene before arrival of SPD or the driver’s intended movement was not stated in the narrative.
  - Other – reports listed as “other” in this category include scenarios such as: the driver intended to park the vehicle, the driver was negotiating a curve, the driver was changing lanes, the driver was driving on the wrong side on the roadway, the driver intended to make a U-turn, or the driver’s foot slipped off of the brake pedal.
  
- Action of Pedestrian (within 150-feet and over 150-feet) – This category was interpreted from the narrative included in the Arizona Crash Report. Intersection listed by police officer.
  - Walking/Standing in Pedestrian Facility – the pedestrian was struck by a vehicle while being in a pedestrian facility such as a parking lot, sidewalk, yard, etc.
  - Crossing Roadway – the pedestrian was struck by a vehicle while crossing a roadway outside of a near provided crosswalk.
  - Crossing in Marked Crosswalk – the pedestrian was struck by a vehicle while crossing a roadway in the designated marked crosswalk.
  - Crossing in Intersection – the pedestrian was struck by a vehicle while crossing a roadway at an intersection with no provided marked crosswalk.
  - Crossing in Driveway – the pedestrian was struck by a vehicle while crossing a driveway.
  - Crossing Midblock – the pedestrian was struck by a vehicle while crossing a roadway midblock with no designated crosswalk nearby.
  - Unknown Location – the two reports listed as “unknown” in this category are listed as such because the pedestrian involved left the scene of the collision prior to SPD arrival.
  - In Roadway (Not Crossing) – reports listed as “In Roadway (Not Crossing)” in this category include scenarios such as: the pedestrian leaning on the involved vehicle which then moved causing an injury, the pedestrian momentarily stepping off of the sidewalk into the roadway with no intention of crossing to roadway, the pedestrian walking in the roadway or bike lane alongside traffic with no intention of crossing the roadway, or the pedestrian lying in the roadway,
  
- Traffic Control at Location of Collision – taken from field 16 on the corresponding Arizona Crash Report, shown in the snippet below.
  - Roundabout – “roundabout” is not an option in field 16 on the crash reports. This information was noted from the crash report narrative.

16 - TRAFFIC CONTROL DEVICE			
UNIT #			
1	2		
<input type="checkbox"/>	<input type="checkbox"/>	0	NO CONTROLS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	SIGNAL
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2	STOP SIGN
<input type="checkbox"/>	<input type="checkbox"/>	3	YIELD SIGN
<input type="checkbox"/>	<input type="checkbox"/>	4	WARNING SIGN
<input type="checkbox"/>	<input type="checkbox"/>	5	RAILROAD CROSSING DEVICE
<input type="checkbox"/>	<input type="checkbox"/>	6	FLASHING TRAFFIC SIGNAL
<input type="checkbox"/>	<input type="checkbox"/>	7	PERSON (law enforcement, crossing guard, flagger, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	97	OTHER _____
<input type="checkbox"/>	<input type="checkbox"/>	99	UNKNOWN

- Direction of Impact on Pedestrian – This category was interpreted from the narrative included in the Arizona Crash Report.
  - Angle – the pedestrian was hit by a vehicle traveling in a perpendicular direction to their direction of travel.
  - Right turning Vehicle – the pedestrian was hit by a vehicle in the process of making a right turn.
  - Left Turning Vehicle – the pedestrian was hit by a vehicle in the process of making a left turn.
  - Hit from Rear – the pedestrian was hit by a vehicle approaching from behind.
  - Unknown – reports listed as “unknown” in this category were either hit and run collisions where the pedestrian left the scene before SPD arrival, or it was unclear in the narrative and could not be determined.
  
- Private Property/Public Property –there is no specified field on the crash reports to indicate if the collision occurred on private or public property. Therefore, this category was interpreted from the narrative of the crash report. If the officer noted in the report narrative the involvement of a private roadway/driveway/parking lot/address etc., the incident was categorized as private property. If the report narrative did not include any mention of private property, the report was listed as a collision on public property.
  
- Pedestrian Riding Device (Mode of Transportation) – a total of 36 pedestrian collision reports consisted of the pedestrian involved riding an alternate form of transportation such as a scooter, skateboard, or wheelchair. The reports listed as “other” in this category consisted of a pedestrian on rollerblades, a pedestrian on a Segway, and a pedestrian pushing a child in a stroller.
  
- Location of Pedestrian Crossing – This category was interpreted from the narrative included in the Arizona Crash Report. This category is an oversimplified version of the Action of Pedestrian categories. The main purpose of this category is to compare the number of pedestrians hit when crossing a roadway vs crossing a driveway. May be considered redundant.
  
- Action of Driver Leading to Collision – taken from field 23 on the corresponding Arizona Crash Report, shown in the snippet below.
  - Other – reports listed as “other” in this category contain field 23 with checkbox 97 marked. These reports are scenarios such as: the driver was leaving a parking position, the driver was negotiating a curve, the driver was stopped, the driver veered off of the street and onto the sidewalk, the driver changed lanes, the driver veered into the bike lane, the driver was performing a U-turn, or the driver was driving on the wrong side of the road.

23 - TRAFFIC UNIT MANEUVER/ACTION		
UNIT #		
1	2	
<input type="checkbox"/>	<input type="checkbox"/>	1 GOING STRAIGHT AHEAD
<input type="checkbox"/>	<input type="checkbox"/>	2 SLOWING IN TRAFFICWAY
<input type="checkbox"/>	<input type="checkbox"/>	3 STOPPED IN TRAFFICWAY
<input type="checkbox"/>	<input type="checkbox"/>	4 MAKING LEFT TURN
<input type="checkbox"/>	<input type="checkbox"/>	5 MAKING RIGHT TURN
<input type="checkbox"/>	<input type="checkbox"/>	6 MAKING U TURN
<input type="checkbox"/>	<input type="checkbox"/>	7 OVERTAKING/PASSING
<input type="checkbox"/>	<input type="checkbox"/>	8 CHANGING LANES
<input type="checkbox"/>	<input type="checkbox"/>	9 NEGOTIATING A CURVE
<input type="checkbox"/>	<input type="checkbox"/>	10 BACKING
<input type="checkbox"/>	<input type="checkbox"/>	11 AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL
<input type="checkbox"/>	<input type="checkbox"/>	12 ENTERING PARKING POSITION
<input type="checkbox"/>	<input type="checkbox"/>	13 LEAVING PARKING POSITION
<input type="checkbox"/>	<input type="checkbox"/>	14 PROPERLY PARKED
<input type="checkbox"/>	<input type="checkbox"/>	15 IMPROPERLY PARKED
<input type="checkbox"/>	<input type="checkbox"/>	16 DRIVERLESS MOVING VEHICLE
<input type="checkbox"/>	<input checked="" type="checkbox"/>	17 CROSSING ROAD
<input type="checkbox"/>	<input type="checkbox"/>	18 WALKING WITH TRAFFIC
<input type="checkbox"/>	<input type="checkbox"/>	19 WALKING AGAINST TRAFFIC
<input type="checkbox"/>	<input type="checkbox"/>	20 STANDING
<input type="checkbox"/>	<input type="checkbox"/>	21 LYING
<input type="checkbox"/>	<input type="checkbox"/>	22 GETTING ON OR OFF VEHICLE
<input type="checkbox"/>	<input type="checkbox"/>	23 WORKING ON/PUSHING VEHICLE
<input type="checkbox"/>	<input type="checkbox"/>	24 WORKING ON ROAD
<input type="checkbox"/>	<input type="checkbox"/>	97 OTHER _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	99 UNKNOWN

- Primary Fault in Collision – This category was interpreted from the narrative included in the Arizona Crash Report. Nearly all crash reports stated in the narrative which party was cited. For the few reports that did not state which individual was at fault, this category was interpreted from the information provided on the crash report.

**Bicycle Collision Category Definitions (that differ from the pedestrian collision categories)**

- **Bicyclist Movement Compared to Traffic Flow** – This category was interpreted from the narrative included in the Arizona Crash Report. This category is a simplified version of the Action/Location of Bike categories. May be considered redundant.
  - Crossing Roadway – the bicyclist was hit while crossing a roadway
  - Crossing Driveway – the bicyclist was hit while crossing a driveway access
  - Riding Against Traffic – the bicyclist was hit while riding against traffic, not crossing a roadway or driveway.
  - Riding with Traffic – The bicyclist was hit while riding with traffic, not crossing a roadway or driveway.
  - Unknown – reports listed as “unknown” in this category consist of scenarios such as: a hit and run collision where the driver fled the scene and the bicyclist was too intoxicated to remember the incident and a car on car collision that impacted a nearby bicyclist.
  - Other – reports listed as “other” in this category consisted of scenarios such as: a child playing in an alley or the bicyclist was hit while riding in a parking lot
  
- **Vehicle Exiting/Entering a Driveway or Alley** – This category was interpreted from the narrative included in the Arizona Crash Report.
  
- **Driver’s Intended Movement Prior to Collision** – This category was interpreted from the narrative included in the Arizona Crash Report. In the narrative, the driver’s intended traffic unit maneuver is commonly mentioned.
  - Other – reports listed as “other” in this category include scenarios such as: the driver was stopped, the vehicle was parked and unoccupied, the driver was backing out of a driveway, or the driver was traveling through a roundabout (all of the scenarios listed in this subcategory for pedestrian involved collisions apply here as well).
  
- **Action/Location of Bike (within 150-feet and over 150-feet)** – This category was interpreted from the narrative included in the Arizona Crash Report. A small number of collisions involved multiple bicycles.
  
- **Manner of Collision** – taken from field 17 on the corresponding Arizona Crash Report, shown in the snippet below. Differs from “direction of impact for pedestrian” category, some collisions occurred because bicycle hit vehicle.

<b>17 - MANNER OF CRASH IMPACT</b>	
<input type="checkbox"/>	1 SINGLE VEHICLE
<input checked="" type="checkbox"/>	2 ANGLE (front to side) (other than left turn)
<input type="checkbox"/>	3 LEFT TURN
<input type="checkbox"/>	4 REAR END(front-to-rear)
<input type="checkbox"/>	5 HEAD-ON (front-to-front) (other than left turn)
<input type="checkbox"/>	6 SIDESWIPE, SAME DIRECTION
<input type="checkbox"/>	7 SIDESWIPE, OPPOSITE DIRECTION
<input type="checkbox"/>	8 REAR-TO-SIDE
<input type="checkbox"/>	9 REAR-TO-REAR
<input type="checkbox"/>	97 OTHER _____
<input type="checkbox"/>	99 UNKNOWN