

**Table 1**  
**The Highest Level View of Traffic Safety Issues in Alabama**  
**Table 1 Specifications for 2019 HSP (GMSS Page 2)**

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See the SHA Safety Topics Page for more detailed analysis of any categories in Table 1:  
<http://www.safehomealabama.gov/safety-topics/>

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## Introduction

*[This introduction, as well as most of the narratives, were updated (from v12 to v13) when the Table 1 for CY2017 was generated to replace the previous CY2016 Table 1. For those who want a history of the changes, please request version 12.]*

Table 1 is the name given to a critical tool in traffic safety decision-making. It is aptly named in that it is recommended to be the first thing that traffic safety professionals consider then they are allocating budgets at the highest levels. Table 1 presents on one page a comparison of select types of crashes, which have been chosen specifically for this purpose. The upgrades made over the past year demonstrate that Table 1 is not a fixed entity, but is one that can and should be changed as new issues emerge.

The information on each line within Table 1 is labeled as *crash categories*. It is important to recognize that these categories are not mutually exclusive – in fact, it would be difficult to find a crash that fell only into just one of these categories, while it is easy to imagine crashes that fall into five or more. The categories were originally set up by a group of traffic safety professionals about two decades ago in an attempt to be as comprehensive as possible. These categories have been augmented and combined (some eliminated) over the years to better satisfy the goals of accuracy and optimization.

The major purpose of this document is to provide an understandable working definition of the crash categories of Table 1 so that it is more useful and understandable in the HSP and all other uses to which it is applied. This has been largely in response to the many questions that come up as to what a particular crash category means. Currently Table 1 is used in the HSP, the SHAP, and most other traffic safety strategic plans (e.g., the Impaired Driving, Restraints, and Information Systems Strategic Plans). It is included wherever a high-level perspective of traffic safety issues is seen to be of benefit.

This document continues by presenting the narrative description of Table 1 crash categories that will be published for all relevant FY2019 traffic safety documents. This is followed by several appendices that provide the rationale for the various categories, and these are expected to provide a basis for making additional modifications to Table 1 in the future. The following are the general topics for this appendix:

- Appendix A. Table 1 for the FY2019 HSP (now GMSS Page 2)
- Appendix B. Table 1 for the FY2018 HSP
- Appendix C. Changes of Position in Table 1 from CY2016 to CY2017
- Appendix D. Technical Filter Definitions

This document should serve the purpose of providing all input to the process of (1) understanding and using Table 1 properly, and (2) continued to revise the definitions, modifying existing items, or the addition of new categories according to changing conditions.

## **Narrative Description of Categories**

The purpose of these narrative descriptions is to give the non-technical user of Table 1 a simple description of each of the items so that they can better be used to make comparisons that are essential to effective resource allocations among the various categories. It is expected that these simple descriptions will become part of that section of the HSP that contains Table 1. More precise technical definitions are given in the appendices.

Unless otherwise indicated, the counts presented in Table 1 are Crashes. Exceptions are crash categories 1 and 19, restraint items. These two exceptions are for restraints, and an asterisk (\*) is placed on these items for the footnote that describes the reason for the exception (see Table 1 in Appendix B).

The descriptions below are given in terms of the Table 1 item numbers that were used in the FY2019 HSP. A brief rationale will be given for each category so that its use can be placed into a real-world context. The ordering within the current Table 1 is in terms of the number of fatalities that were found for each category. This numbering will change when new Table 1s, are produced in the future, due to the changes in the categories as well and the changes in the number of fatal crashes counted within each. For a more formal and definitive description, see Appendix D.

There has been no attempt whatsoever to make these categories mutually exclusive. It is fairly easy to imagine crashes that might include five to ten of the categories simultaneously. Users of Table 1 will need to apply their knowledge of traffic crashes to estimate which of the multiple causes might be the primary cause for the fatalities indicated.

### **1. Seatbelt Restraint Fault\***

This item records those restraint faults (generally non-use, but could be improper use) of restraint that have been found to generally result in an increase in those who are not properly restrained. It covers drivers and all occupants of age 6 and older. Those aged less than 6 are covered in Category 19, Child Restraint Fault.

### **2. Hit Obstacle on Roadside**

This item includes crashes where the vehicle ran off the road and struck an object on the roadside, restricted to obstacles for which the responsible agency would have some capability to either remove or otherwise mitigate the hazard.

### **3. ID/DUI All Substances**

This item includes all crashes in which either alcohol or any other drug was indicated to be involved in the crash.

#### **4. Speed Involved**

This item includes all crashes in which speed was indicated to be a factor, which is generally indicated as “Over Speed Limit.”

#### **5. Pedestrian, Bicycle and School Bus**

This filter is obsolete and is in the table now as just a place holder. Its original intention was to be a metric of younger school children involvement, but each of its constituents now has its own category.

#### **6. Pedestrian Involved**

This item includes all crashes that involved pedestrians in any way, independent of whether or not the pedestrian was the cause of the crash. See comment under Motorcycle Involvement, Category 9.

#### **7. Mature – Age > 65 Caused**

This item includes all crashes in which the causal driver was of age greater than 65 (i.e., 66 or older).

#### **8. License Status Deficiency**

This item includes all crashes in which the causal driver had one or more of the following driver license status deficiencies: Denied, Expired, Fraudulent, Revoked, and/or Suspended. It serves as an indicator as to whether the change of license status has a significant effect on the crash expectations of those drivers involved.

#### **9. Large Truck Involved**

Generally, this covers all trucks larger than the typical pickup truck. The attempt here is to concentrate on the size of the truck as opposed to its function or whether it is a CMV or not (some will be; others are not). For specific details, see the filter below. See comment under Motorcycle Involvement, Category 9.

#### **10. Fail to Yield or “Ran” (All)**

This is a new item that includes all subcategories of Failure to Yield the Right-of-Way and “Ran xxx,” such as “Ran a Stop Sign” or “Ran a Traffic Signal.” The reporting of just one or a small subset of these did not seem to be warranted since the underlying cause of such behavior is the same regardless of where it manifests itself. Since this category has changed considerably from the past, we will give the total specification for it:

- Ran Traffic Signal
- Ran Stop Sign
- Failed to Yield Right-of-Way from/to ...
  - Traffic Signal
  - Stop Sign
  - Yield Sign
  - Making Left or U-Turn

- Making Right Turn
- Making Right Turn on Red Signal
- from Driveway
- from Parked Position
- at Uncontrolled Intersection
- to Pedestrian in Crosswalk
- Failed to Yield the Right-of-Way (stated unqualified)
- Other Failed to Yield

### **11. Youth Age 16-20 Caused**

This item includes all crashes caused by drivers of age 16-20 inclusive.

### **12. Aggressive Operation**

This code is indicated by officers when there are two or more PCCs that are relevant and thus the indication is that the driver was under some psychological stress to disregard several safety considerations simultaneously.

### **13. Wrong Way Items**

All crashes where the causal vehicle is in a lane for oncoming traffic; this includes median cross-overs and also lane departures into oncoming traffic on two-lane roads. It also includes violations in no-passing zones, since these offenses would put the causal driver into oncoming traffic lanes.

### **14. Motorcycle Involved**

This item is for those crashes in which a motorcycle was involved either as the causal or the second unit in the crash.

*General comment on vehicle type involvement.* Discussions were conducted as to whether categories that involved vehicle types should be those “involved” or those “caused by.” It was determined that countermeasures to these crashes could, and in some cases should, impact vehicles that are not of the category type. Thus, it was felt that all crashes in which they were involved should be included, and not just those caused by the specific vehicle type. This applies to all categories that are defined by a vehicle type, including pedestrians.

### **15. Distracted Driving**

Many different things tend to distract drivers, and this item is an attempt to count all of them. These would include distracted by: Passenger; Use of Electronic Communication Device; Use of Other Electronic Device; Fallen Object; Fatigued/Asleep; Insect/Reptile; Other Distraction Inside the Vehicle; and/or Other Distraction Outside the Vehicle. Of these Fatigued/Asleep is redundant with Drowsy Driving (see 16). For purposes of analysis, it is being left in this list to be consistent with the way it is reported on the crash report. It should be noted that Drowsy Driving may include items of fatigue and sleep that are not within the Distracted Driving category. See Category 16, which is a new category added for the most recent upgrade.

**16. Drowsy Driving**

This item includes any and all indications that the driver or drivers were drowsy or falling asleep.

**17. Utility Pole**

There are many roadside obstacles that are struck by vehicles that run off the road. These are broken out since utility poles are obstacles that are of special interest to utility companies.

**18. Vehicle Defects (All)**

This includes all reportable vehicle defects, namely: Brakes, Steering, Tire Blowout/Separation, Improper Tread Depth, Wheels, Wipers, Windows/Windshield, Mirrors, Trailer Hitch/Coupling, Power Train, Fuel System, Exhaust, Headlights, Tail Lights, Turn Signal, Suspension, Cruise Control, Body/Doors, and Other, Paper Report Archive that are no longer reported in eCrash include: Tires, Lights, Restraint System, and Cargo.

**19. Workzone Related**

There are about ten locations within a workzone in which a crash can be specified to have been located. This item includes any or all of them. The workzone does not need to be a cause of the crash in any way; the crash just needs to be located in or adjacent to the workzone.

**20. Vision Obscured**

This covers the following situations in which vision might be obscured by something in the roadway or its environment.

C408: CU Vision Obscured By

- 2 Trees/Crops
- 3 Buildings
- 4 Embankment
- 5 Sign/Billboard
- 6 E Lights/Glare (Roadside)
- 7 Hillcrest
- 8 Curve in Road

Rationale: the vision obstructions listed are those that can be addressed by engineering types of countermeasures and thus exclude items of a temporary nature, such as obstructions caused by weather conditions. Roadway related obstructions are also included.

**21. Child Restraint Fault\***

This includes the child passengers aged 5 or younger who were not properly restrained.

**22. Bicycle (Pedalcycle) Involved**

This is all crashes in which a pedalcycle (mostly bicycles) were involved independent of who caused the crashes. See comment under Motorcycle Involvement, Category 9.

**23. Railroad Train Involved**

This counts the number of crashes in which a railroad train was involved independent of who may have caused the crashes. See comment under Motorcycle Involvement, Category 9.

**24. School Bus Involved**

This is the number of crashes that involved a school bus independent of the causal unit. See comment under Motorcycle Involvement, Category 9.

**25. Contributing Roadway Defects**

Any crash where a roadway defect was noted as a Contributing Circumstance in any of the following: C015, C202 or C542 (PCC, CUCC and V2 Contributing Circumstance is equal to either:

- 1 E Roadway/Sign/Signal Defect; or
- 2 P Roadway Defect



## **APPENDIX**

Appendix A in pre-v14 versions of this document included an analysis of Primary Contributing Circumstances. This was used extensively in the creation of the new crash categories for the FY2019 version of Table 1. It has been excluded from subsequent versions since it is no longer relevant. There was also an Appendix C for recommendations for changes in Table 1 that has been removed as no longer relevant since these changes have now been made. Anyone interested in this history and reason for these changes can request versions prior to v14.

The following are the general topics for this appendix:

- Appendix A. Table 1 for the FY2019 HSP (now GMSS Page 2)
- Appendix B. Table 1 for the FY2018 HSP
- Appendix C. Changes of Position in Table 1 from CY2016 to CY2017
- Appendix D. Technical Filter Definitions

## Appendix A. Table 1 for the 2019 HSP (GMSS Page 2)

**Table 1: Top Fatality Causes Alabama CY2017 Data**

Crash Category	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Seat Belt Restraint Fault*	409	3.98%	4,112	40.06%	5,744	55.96%	10,265
2. Hit Obstacle on Roadside	214	3.26%	2,082	31.69%	4,274	65.05%	6,570
3. ID/DUI All Substances	178	3.22%	2,101	37.96%	3,256	58.83%	5,535
4. Speed Involved	122	4.78%	1,172	45.94%	1,257	49.27%	2,551
5. Ped., Bicycle, School Bus	119	7.06%	951	56.44%	615	36.50%	1,685
6. Pedestrian Involved	112	14.47%	628	81.14%	34	4.39%	774
7. Mature (65 or Older) Causal	97	0.66%	3,297	22.57%	11,212	76.76%	14,606
8. License Deficiency Causal	93	1.43%	2,129	32.71%	4,287	65.86%	6,509
9. Large Truck Involved	87	0.95%	1,862	20.40%	7,179	78.65%	9,128
10. Fail to Yield or Ran (All)	82	0.27%	7,670	25.25%	22,630	74.48%	30,382
11. Youth (16-20) Causal Driver	81	0.35%	5,080	21.84%	18,095	77.81%	23,256
12. Aggressive Operation	81	3.03%	829	30.97%	1,767	66.01%	2,677
13. Wrong Way Items	79	1.66%	1,081	22.66%	3,611	75.69%	4,771
14. Motorcycle Involved	72	4.62%	1,034	66.37%	452	29.01%	1,558
15. Distracted Driving	55	0.38%	3,243	22.28%	11,258	77.34%	14,556
16. Drowsy Driving	40	1.27%	1,234	39.27%	1,868	59.45%	3,142
17. Utility Pole	34	1.39%	836	34.16%	1,577	64.45%	2,447
18. Vehicle Defects – All	33	0.79%	983	23.50%	3,167	75.71%	4,183
19. Work Zone Related	25	0.80%	643	20.70%	2,439	78.50%	3,107
20. Vision Obscured	14	1.18%	340	28.57%	836	70.25%	1,190
21. Child Restraint Fault*	12	0.45%	362	13.69%	2,271	85.86%	2,645
22. Bicycle	6	2.25%	201	75.28%	60	22.47%	267
23. Railroad Trains	4	8.70%	17	36.96%	25	54.35%	46
24. School Bus Involved	1	0.16%	121	19.30%	505	80.54%	627
25. Roadway Defects – All	0	0.00%	20	16.26%	103	83.74%	123

\* All categories list number of crashes except for the “Restraint Deficient” and “Child Restraint Deficient” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

## Appendix B. Table 1 from the 2018 HSP

**Table 1: Top Fatality Causes Alabama CY2016 Data**

Crash Category	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Restraint Deficient*	464	4.38%	4,304	40.66%	5,818	54.96%	10,586
2. Impaired Driving	232	3.91%	2,342	39.51%	3,353	56.57%	5,927
3. Speeding	207	5.47%	1,720	45.48%	1,855	49.05%	3,782
4. Obstacle Removal	169	2.69%	2,136	34.05%	3,969	63.26%	6,274
5. Ped., Bicycle, School Bus	124	7.44%	957	57.44%	585	35.11%	1,666
6. Pedestrian	120	14.69%	658	80.54%	39	4.77%	817
7. License Status Deficiency	115	1.69%	2,216	32.54%	4,479	65.77%	6,810
8. Mature – Age > 64	115	0.81%	3,126	22.12%	10,893	77.07%	14,134
9. Motorcycle	108	6.41%	1,109	65.82%	468	27.77%	1,685
10. Youth – Age 16-20	107	0.45%	5,405	22.78%	18,219	76.77%	23,731
11. Distracted Driving	92	0.51%	4,742	26.43%	13,109	73.06%	17,943
12. Non-pickup Truck Involved	56	1.09%	865	16.80%	4,228	82.11%	5,149
13. Utility Pole	46	1.82%	937	37.15%	1,539	61.02%	2,522
14. Fail to Conform to S/Y Sign	32	0.42%	2,187	28.88%	5,355	70.70%	7,574
15. Vehicle Defects – All	21	0.54%	884	22.77%	2,978	76.69%	3,883
16. Construction Zone	18	0.61%	653	22.26%	2,263	77.13%	2,934
17. Vision Obscured – Env.	14	0.89%	428	27.14%	1,135	71.97%	1,577
18. Fail to Conform to Signal	10	0.21%	1,455	31.18%	3,202	68.61%	4,667
19. Child Restraint Deficient*	5	0.18%	348	12.26%	2,485	87.56%	2,838
20. Railroad Trains	5	7.81%	33	51.56%	26	40.63%	64
21. Bicycle	4	0.84%	207	43.49%	265	55.67%	476
22. School Bus	0	0.00%	96	16.33%	492	83.67%	588
23. Roadway Defects – All	0	0.00%	28	24.14%	88	75.86%	116

\* All categories list number of crashes except for the “Restraint Deficient” and “Child Restraint Deficient” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

## Appendix C. Changes of Position in Table 1 from CY2016 to CY2017 Data

CY2016	CY2017	Crash Categories
1	1	Seat Belt Restraint Fault*
4	2	Hit Obstacle on Roadside
2	3	ID/DUI All Substances
3	4	Speed Involved
5	5	Ped., Bicycle, School Bus
6	6	Pedestrian Involved
8	7	Mature (65 or Older) Causal
7	8	License Deficiency Causal
12	9	Large Truck Involved
14	10	Fail to Yield or Ran (All)
10	11	Youth (16-20) Causal Driver
	12	Aggressive Operation
	13	Wrong Way Items
9	14	Motorcycle Involved
11	15	Distracted Driving
	16	Drowsy Driving
13	17	Utility Pole
15	18	Vehicle Defects – All
16	19	Work Zone Related
17	20	Vision Obscured
19	21	Child Restraint Fault*
20	22	Bicycle
20	23	Railroad Trains
22	24	School Bus Involved
23	25	Roadway Defects – All

## **Appendix D. Technical Filter Definitions**

Unless otherwise indicated, the counts will be Crashes for each of the attribute values, and the filter will be in the Crash Dataset. Exceptions are Items 1 and 19, restraint items.

### **1. Seatbelt Restraint Fault\***

Person Dataset: passenger is age 6 or older and is not properly restrained.

P323: Person Safety Equipment = any of the following

- 1 None Used - Motor Vehicle Occupant

### **2. Hit Obstacle on Roadside**

C017: First Harmful Event

- 42 Collision with Tree
- 43 Collision with Utility Pole
- 44 Collision with Light Pole (Breakaway)
- 45 Collision with Light Pole (Non-Breakaway)
- 48 E Collision with Other Post/Pole/Support
- 49 Collision with Fence
- 50 Collision with Mailbox
- 52 Collision with Other Fixed Object

### **3. ID/DUI All Substances**

Use standard: DUI Alcohol or Drugs

### **4. Speed Involved**

Primary Contributing Circumstance OR CU Contributing Circumstance  
Over Speed Limit

### **5. Pedestrian, Bicycle, School Bus**

This is a placeholder for an obsolete category that is no longer applicable.

### **6. Pedestrian Involved**

Number of Pedestrians > 0

**7. Mature – Age > 65 Caused**

CU Driver Age > 65

**8. License Status Deficiency**

C114: CU Driver License Status

- 3 Denied
- 4 Expired
- 5 Fraudulent
- 7 Revoked
- 8 Suspended

**9. Large Truck Involved**

C101: Causal Unit (CU) Type OR Unit 2 Type:

- 7 E Single-Unit Truck (2-Axle/6-Tire)
- 8 E Single-Unit Truck (3 Axles or Less)
- 9 E Truck (6 or 7) with Trailer
- 10 E Truck Tractor Only (Bobtail)
- 11 E Tractor/Semi-Trailer
- 12 E Tractor/Doubles
- 13 E Tractor/Triples
- 15 E Other Heavy Truck (Cannot Classify)
- 17 E Mobile Home Transport

**10. Fail to Yield or “Ran” (All)**

Primary Contributing Circumstance OR CU Contributing Circumstance

- 3 E Ran Traffic Signal
- 4 E Ran Stop Sign
- 27 E Failed to Yield Right-of-Way from Traffic Signal
- 28 E Failed to Yield Right-of-Way from Stop Sign
- 29 E Failed to Yield Right-of-Way from Yield Sign
- 30 E Failed to Yield Right-of-Way Making Left or U-Turn
- 31 E Failed to Yield Right-of-Way Making Right Turn
- 32 E Failed to Yield Right-of-Way Making Right Turn on Red Signal
- 33 E Failed to Yield Right-of-Way from Driveway
- 34 E Failed to Yield Right-of-Way from Parked Position
- 35 E Failed to Yield Right-of-Way at Uncontrolled Intersection
- 36 E Failed to Yield Right-of-Way to Pedestrian in Crosswalk
- 37 Failed to Yield the Right-of-Way
- 38 E Other Failed to Yield

**11. Youth Age 16-20 Caused**

15 < CU Driver Age < 21

**12. Motorcycle Involved**

Causal Unit (CU) Type OR Vehicle 2 (V2) Type  
Motorcycle

**13. Aggressive Operation**

C015 or C202 = 2

**14. Wrong Way Items**

C015 or C202 = 10 or 11 or 12 or 21

**15. Distracted Driving**

C015: Primary Contrib Circ OR CU Contrib Circ OR C020 E Distracted Driving Opinion

39	1	E Distracted by Passenger
40	2	E Distracted by Use of Electronic Communication Device
41	3	E Distracted by Use of Other Electronic Device
42	4	E Distracted by Fallen Object
43	5	E Fatigued/Asleep
44	6	E Distracted by Insect/Reptile
45	7	E Other Distraction Inside the Vehicle
46	8	E Other Distraction Outside the Vehicle

**16. Drowsy Driving**

Any asleep or fatigued options

C015=43

C020=5

C121=5 or 11 or 12

C202=43

C521=5 or 11 or 12

C542=43

**17. Utility Pole**

C201: CU Vehicle First Harmful Event Location

43 Collision with Utility Pole

**18. Vehicle Defects (All)**

C222: CU Contributing Vehicle Defect = any of the following:

- 2 Brakes
- 3 Steering
- 4 E Tire Blowout/Separation
- 5 E Improper Tread Depth
- 6 Wheels
- 7 E Wipers
- 8 Windows/Windshield
- 9 E Mirrors
- 10 Trailer Hitch/Coupling
- 11 Power Train
- 12 Fuel System
- 13 Exhaust
- 14 E Headlights
- 15 E Tail Lights
- 16 Turn Signal
- 17 Suspension
- 18 E Cruise Control
- 19 E Body/Doors
- 20 Other
- 25 P Tires\*
- 26 P Lights\*
- 27 P Restraint System
- 28 P Cargo

**19. Workzone Related**

C415: CU Workzone Related = any of the following

- 2 E Outside of the Workzone Warning Signs
- 3 E Between Warning Signs and Work Area
- 4 E In Termination Area of Workzone
- 5 E On Temporary Detour
- 6 E At Lane Shift Transition in Activity Area
- 7 E Involving Workers/Equipmt in Activity Area
- 8 E Involving Roadway Conditions in Activity Area
- 9 E Not Involving Workers/Conditions in Activity Area
- 10 E Other Workzone Area
- 14 P In/Related to Workzone\*

C416: E CU Workzone Type

- 1 Other Type of Workzone
- 2 Intermittent or Moving Vehicle
- 3 Work on Shoulder or Median



- 4 Lane Shift/Crossover
  - 5 Lane Closure
  - 6 Routine Maintenance
  - 7 Major Construction Project
- C409: CU Traffic Control Device
- 1 E Workzone Signs

**20. Child Restraint Fault\***

Person Dataset: passenger is age 5 or younger and is not properly restrained.

P323: Person Safety Equipment = any one of the following:

- 1 None Used - Motor Vehicle Occupant
- 2 Shoulder and Lap Belt Used
- 3 Lap Belt Only Used
- 4 Shoulder Belt Only Used
- 8 E Forward Facing Child Safety Seat Used Improperly
- 9 E Rear Facing Child Safety Seat Used Improperly
- 10 E Child Booster Seat Used Improperly
- 12 E Child in Arms of Restrained Adult
- 13 E Child in Arms of Unrestrained Adult

**21. Bicycle (Pedalcycle) Involved**

C057: Number of Pedacyclists (note mis-spelling, omitted l) = GT 1  
(1=No Pedacyclists Involved)

**22. Railroad Train Involved**

C061: Number of Railroad Trains = any of the following

- 2 1 Train Involved
- 3 2 or More Trains Involved

**23. School Bus Involved**

C024: School Bus Related = any of the following

- 2 E Yes - School Bus Directly Involved
- 3 E Yes - School Bus Indirectly Involved
- 5 P Yes - School Bus Involved\*

**24. Vision Obscured**

C408: CU Vision Obscured By

- 2 Trees/Crops
- 3 Buildings

- 4 Embankment
- 5 Sign/Billboard
- 6 E Lights/Glare (Roadside)
- 7 Hillcrest
- 8 Curve in Road

Rationale: the vision obstructions listed are those that can be addressed by engineering types of countermeasures and thus exclude items of a temporary nature, such as obstructions caused by weather conditions. Roadway related obstructions are also included.

**25. Roadway Defects Contributed**

- C015: Primary Contributing Circumstance
  - 1 E Roadway/Sign/Signal Defect
  - 2 P Roadway Defect
- C0202: CU Contributing Circumstance
  - 1 E Roadway/Sign/Signal Defect
  - 2 P Roadway Defect
- C542: V2 Contributing Circumstance
  - 1 E Roadway/Sign/Signal Defect
  - 2 P Roadway Defect

See the SHA Safety Topics Page for more detailed analysis of any categories in Table 1:

<http://www.safehomealabama.gov/safety-topics/>