

The DISPATCH

PennDOT Crash Newsletter - News you can use!

What's New?

Police Crash Information Sheet

There are currently several methods used to collect information while at a crash scene. These methods range from inputting the information directly into electronic devices to writing notes on sheets of paper. Having a consistent method for collecting this information is critical to the data being gathered. Unfortunately, not all police agencies have the funds to purchase electronic devices and others aren't always in a location where service is available.

Some police agencies cannot or choose not to complete the electronic crash report on an MDT will use a sheet, which we term, a Police Crash Information Sheet. This sheet collects vital information about the crash for the officer to later refer to when they complete the crash report. Numerous departments use assorted variations of this sheet.

Creating a uniform Police Crash Information Sheet will ensure all agencies have access to the same details needing to be collected. The envisioned form will also be made editable to give police the ability to edit their form according to their individual needs.

Below you will find a quick survey. This survey is to determine interest in an updated crash information sheet, as well as which fields you feel are most important to include on this sheet if PennDOT were to update it.

[Survey](#)

Working Together



Determining Reportability

According to Pennsylvania Law, a reportable crash is defined in Section 3746(a) of Title 75, Pennsylvania's Consolidated Statutes (Vehicle Code), as: injury to or death of any person; or damage to any vehicle involved to the extent that it cannot be driven under its own power in its customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.

Although local procedures may allow for collection of non-reportable crashes, the law above indicates the parameters with which PennDOT determines reportability.

A non-reportable crash involves a crash with no injury or death of any person, in which there is no towing due to the damage to the vehicle at the time of the crash. Furthermore, if the incident was the result of deliberate intent, cataclysm or occurred on private property, the crash is also considered non-reportable.

Cataclysm - a landslide, cyclone, earthquake, flash food, hurricane, lightning, tornado, etc. Crashes that result from a cataclysm are not reportable.

Deliberate Intent - The classification given to the cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts, which would prevent occurrence of the event. This includes suicide, self-inflicted injury, homicide, injury or damage purposely inflicted. Crashes that result from deliberate intent are not reportable.

Legal Intervention - This is a special form of deliberate intent as defined above. This involves a deliberate action by a law enforcement officer or other authorized official. Crashes that result from legal intervention are not reportable.

Some examples of legal intervention are:

- If a lawbreaker crashes either intentionally or unintentionally into a roadblock set up by police to stop them, then the crash is considered a result of legal intervention.
- If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention.

If a vehicle being pursued by the police loses control and crashes into another, the crash is not considered to be a result of legal intervention because neither the officer, nor the pursuant intended this crash.

Private Property - Private property crashes are incidents that do not occur on a travel way that is open to the public by right or custom. A travel way is any land way open to the public intended for traffic entering or leaving the property and for moving persons or property from one place to another.

Some examples of private property are:

- Residential Driveway
- Parking Stall
- Gated Community
- Drive Thru
- Closed Road

Please note: If loss of control originates on a travel way and results in a crash onto private property, this is a reportable crash.

[2] Crash Data

County Code 02	*County Name Allegheny 02	Mun Code 416	* Municipality Name Castle Shannon Borough 02
*Crash Date (mm/dd/yyyy) 06/30/2022	Crash Time mil 1837	Day of Week Thursday	
*No. of Units 01	People 01	Injured 00	Killed 00
*Work Zone No	School Bus Related No	School Zone Related No	PennDOT Property Damage No

PennDOT Property Damage Indicator Box on CRS

All too often, reporting officers are selecting 'no' in the PennDOT Property Damage indicator box, even though the narrative may say otherwise, or the damage may not be apparent to them in the moments following the crash. This can be problematic if there is structural damage that may impact the integrity of the property (like a guiderail). Additionally, PennDOT can back charge vehicle insurance companies for any damage from the crash needing fixed, saving money that would otherwise be used for *improving* roads. The best course of action in a situation where potential damage may have occurred to PennDOT

property is to select 'yes' and allow trained inspectors to conduct an examination to make the official determination.

Distracted by Action

00 = Not Distracted

- 00 = Not Distracted
- 01 = Talking/Listening
- 02 = Manually Operating Device
- 03 = Other Action
- 99 = Unknown

Distracted by Source

97 = Not Applicable

- 01 = Hands Free Mobile Phone
- 02 = Hand Held Mobile Phone
- 03 = Other Electronic Device
- 04 = Vehicle Integrated Device
- 05 = Passenger / Other Non-Motorist
- 06 = External to Vehicle or Non Motorist Area
- 07 = Other Distraction
- 97 = Not Applicable
- 99 = Unknown

Distracted by Action and Source Drop-Down Boxes on CRS

One of the recent additions to the AA500 2 page is the Distracted by Action and Distracted by Source fields, under the Vehicle Driver / Pedestrian Information section. The purpose of adding these options is to give reporting officers an opportunity to contribute better accuracy to the distracted driving data being collected. Prior to this addition, reporting officers only had the option to choose a few specific distractions. This meant all other distracting behaviors plus specific phone usage behaviors, went unreported. Now, with these fields, the reporting officers have a little more flexibility in specifying what may have occurred to potentially cause the crash.

Understanding Crash Terms



Pittsburgh traffic trails on the highway junction between Fort Duquesne and Fort Pitt bridges.

Intersection Type-Ramps

Ramps are roadways that connect limited access highways, such as interstates, to other roadways. These are called interchanges. Ramps should begin or end at intersections perpendicular to connecting roadways if there is a stop sign or traffic light.

Intersection Type and Special Location fields are used to identify what type of interchange the crash occurred on. The type of movements that can be made will help determine the correct intersection type.

If only merging movements are allowed, they are identified as Ramp End or Ramp Begin. Ramp End refers to vehicles that are merging onto the limited access highway. Ramp Begin refers to vehicles that are merging off the limited access highway.

If turning movements are allowed, these are considered intersections with a Special Location code of Ramp to identify that the ramp was involved.



Location Type-Special Locations

Special Location is a feature of the roadway that helps identify where the crash occurred. Special Locations are underpasses, bridges, driveways, and ramps.

Underpasses are sections of roadway that go under a bridge or overpass. If a crash occurs directly under the structure, then Underpass must be included in the Special Location field.

A bridge acts as an overpass over another roadway, bodies of water, railroad tracks, and numerous other locations. If a crash occurs directly on an overpass, then Bridge must be included in the Special Location field.

A driveway location by itself is not considered an intersection. These are coded as a mid-block crash with Special Location of Driveway. Units turning into or out of a driveway, units stopped with the intention of turning into a driveway, or a driveway controlled by traffic control devices affecting the unit's movements all get a Special Location of Driveway.

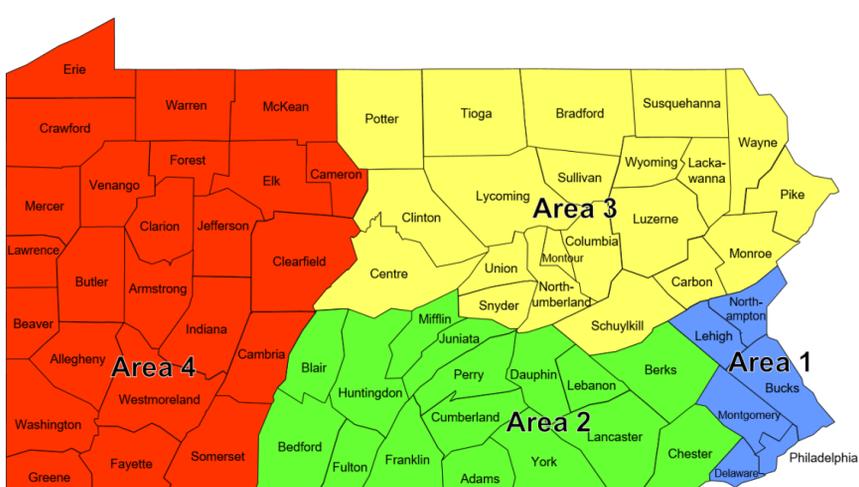
QUIZ: Relation to Roadway

FOR YOUR INFORMATION

Current AA-600 Driver Accident Report form can be found [here](#).

At this time, 30% of all completed AA-600 Driver Accident Report forms submitted are at least 13 years out of date and some are more than 30 years out of date. Please destroy all paper forms in your possession and only print and share the form found at the link above.

Traffic Records Program Administrator Area Map (TRPA)



Area 1: James Moriarty (215-292-0433) jmoriarty@hsnetwork.org

Area 2: Gordon Beck (215-219-8575) gbeck@hsnetwork.org

Area 3: Rick Leymeister (570-516-7881) rleymeister@hsnetwork.org

Area 4: Michael Ragan (412-327-9488) mragan@hsnetwork.org



Now that you've made it to the end of the newsletter, how would you rate its content?

Not helpful at all Very helpful

For questions or concerns, email us at ra-pdleadhelp@pa.gov.



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