

CHAPTER 1
SWITRS USERS' GUIDE
REVISED OCTOBER 2005
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CHAPTER 1
SWITRS USERS' GUIDE

1. INTRODUCTION TO SWITRS.

a. This guide was prepared for participants in California's Statewide Integrated Traffic Records System (SWITRS) to provide an understanding of the system and how it can benefit the user. Annex 1-A-1 contains the definitions of several terms that are associated with SWITRS.

b. One of the important tools available in the traffic safety field is traffic collision records data. This data can be described as an accumulation of historical information concerning drivers, victims, vehicles, highways, and collisions. The basic purpose of maintaining such records is to identify specific problems related to traffic safety and to seek effective solutions or countermeasures.

c. Data must be complete and accurate to be useful. This is why it is most important for law enforcement agencies participating in SWITRS to insure that officers are trained in collision investigation and that they understand the benefits of complete and accurate documentation of all traffic collisions.

2. LEGAL BACKGROUND.

a. Many problems facing public agencies are local in nature. Solutions to problems are typically limited to the geographic area of responsibility of the agency involved. In the past, the problem with collision records in California included the lack of uniform and consistent data which was further complicated by the inability to update records with important information (particularly alcohol involvement) subsequent to the submission of original reports.

b. The requirement for a statewide traffic records system was established by the National Highway Safety Act of 1966, through one of its published Standards (4.4.10), Traffic Records. This standard states: "Each state, in cooperation with its political subdivisions, shall maintain a traffic records system. The statewide system (which may consist of compatible subsystems) shall include data for the entire state. Information regarding drivers, vehicles, collisions, and highways shall be compatible for the analysis and correlation. Systems maintained by local governments shall be compatible with and capable of furnishing data to the state system. The state system shall be capable of providing summaries, tabulations, and special analysis to local governments on request."

c. The California Vehicle Code (CVC) requires a centralized accumulation of data for fatal and injury motor vehicle traffic collisions. Duty to Report Collisions:

(1) CVC Section 20008(a) – The driver of a vehicle, other than a common carrier vehicle, involved in any accident resulting in injuries to or death of any person shall within 24 hours after the accident make or cause to be made a written report of the accident to the Department of the California Highway Patrol or the police department of the city in which the accident occurred. If the agency which receives the report is not responsible for investigating the accident, it shall immediately forward the report to the law enforcement agency which is responsible for investigating the accident.

(2) On or before the fifth day of each month, every police department which received a report during the previous calendar month of an accident which it is responsible for investigating shall forward the report or a copy thereof to the main office of the Department of the California Highway Patrol in Sacramento.

(3) The owner or driver of a common carrier vehicle involved in any such accident shall make a like report to the Department of California Highway Patrol on or before the 10th day of the month following the accident. (Amended CH. 224, Stats. 1970. Effective November 23, 1970.)

3. DEVELOPMENT.

a. The development of SWITRS was spearheaded by the California Highway Patrol (CHP) with support and active participation by several other organizations including:

b. League of California Cities

(1) Police chiefs

(2) Public works

(3) City managers

c. California State Association of Counties (formerly County Supervisors Association of California)

(1) County Highway Safety Organization

(2) Traffic Record Committee

d. California Peace Officers' Association, Traffic Procedures Committee

- e. California Office of Traffic Safety (OTS)
- f. California Department of Transportation (Caltrans)
- g. Department of Motor Vehicles (DMV), Identification and Surveillance Committee

4. OVERVIEW OF SWITRS.

a. Motor vehicle traffic collisions are reported on the Traffic Collision Report, CHP 555, 556 and 555-03 (Annex 1-B-1), or an acceptable modification. Agencies must submit modified forms to the CHP for approval prior to using. The format was designed from input by various SWITRS users. The Highway Patrol Manual (HPM) 110.5, Collision Investigation Manual (CIM), provides instruction for completing the traffic collision report forms. The manual, reporting forms, and the reports described in the SWITRS Users' Guide are available at no cost to participating agencies.

b. Approximately 550 city police departments, sheriff offices, State Department of Parks and Recreation police departments, and State University police departments and over 100 CHP Areas investigate and report these collisions. Each day the CHP centralized Support Services Section receives approximately 2,000 collision reports for processing. All reports are checked for completeness and entered into the SWITRS database. State highway-related collision reports receive additional coding to identify engineering details and needs. **(Revised 10-05)**

5. PARTICIPATING AGENCIES.

a. Local law enforcement agencies receive collision data through their cooperation in contributing to SWITRS. Upon request to CHP Support Services Section, they can receive cumulative reports quarterly or annually as described in Chapters 2 and 3 of this guide. **(Revised 10-05)**

b. City and county public works traffic engineers can receive the collision data for their jurisdictions by submitting a request to CHP Support Services Section. They receive the reports described in Chapter 2 of this guide. **(Revised 10-05)**

c. Caltrans receives collision data for state highway-related collisions for their Traffic Accident Surveillance and Analysis System (TASAS). The system is used to identify collision prone locations. Such information is used to propose improvements and to justify priorities for expending traffic safety funds. State highways within cities and counties may benefit by receiving such improvements as signals at the base of freeway ramps or at intersections of state highways and local streets or roads.

- d. DMV receives driver-related data for its driver record files. This is used to develop and evaluate educational treatment programs. The information is also used to identify individual drivers for enforcement of negligent operator and drinking driver laws (CVC Sections 12810 and 13352).
- e. CHP receives data for traffic enforcement and collision prevention on state highways and county roads.
- f. Office of Traffic Safety receives data to answer questions from other states and the federal government.

6. USE OF TRAFFIC COLLISION DATA.

- a. The use of traffic collision data for development of enforcement programs, engineering improvements, and educational programs is not new. Traffic records have been analyzed for many years in an attempt to develop solutions for reducing the frequency and severity of motor vehicle traffic collisions. A concentrated effort by those people and organizations with traffic safety responsibilities is required if the incidence and severity of traffic collisions is to be reduced in the future.
- b. SWITRS provides accurate and useful information to the users of traffic collision data. It provides a uniform database making possible a coordinated approach to traffic safety at the state and local levels.

7. INPUT-OUTPUT MATRIX. Data items reported on the traffic collision report are counted or listed on one or more of the eight quarterly reports from SWITRS. The Input-Output Matrix is a cross-reference of these items. (See Annex 1-C-1.)

8. ASSISTANCE.

- a. To request the SWITRS Quarterly Reports for your city or jurisdiction; or for assistance and information regarding output reports, available services, address changes, or report subscriptions please contact CHP Support Services Section by telephone at (916) 375-2850, by fax at (916) 375-2842, or write to:

California Highway Patrol
Support Services Section, 042-ISU
P. O. Box 942898
Sacramento, CA 94298-0001 (**Revised 10-05**)

b. For assistance in interpretation of the Collision Investigation Manual or completing the traffic collision report, contact CHP Field Support Section at (916) 323-1483 or write to:

California Highway Patrol
Field Support Section
P. O. Box 942898
Sacramento, CA 94298-0001 (**Revised 10-05**)

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ANNEX A

STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM DEFINITIONS

Many of the terms associated with Statewide Integrated Traffic Records System (SWITRS) and SWITRS reports require some explanation or definition. Following is a list of definitions.

1. Accident or Collision. An unintended event that produces damage, injury, or fatalities. Accident and collision are synonymous, interchangeable words describing the event.
2. Bicycle. A device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. Riders of tricycles or wheeled toys are considered pedestrians.
3. California Vehicle Code (CVC). The complete text of laws relating to the use of highways or the operation of motor vehicles in the State of California.
4. Collision Report Number. The unique 19-20 digit number used to identify all collision reports in SWITRS. The numbers are the date (month, day, and year), time, NCIC (jurisdiction), and officer identification number as they appear on the collision report form. All correspondence to the California Highway Patrol (CHP) concerning any individual traffic collision report should reference this report number. ***(Revised 10-05.)***
5. Complaint of Pain. A measure of the degree of injury for those victims who want to be listed as injured, but do not appear to be so; persons who seem dazed, confused, or incoherent (unless such behavior can be attributed to intoxication, extreme age, illness, or mental infirmities); and persons who are limping, but do not have visible injuries. This group includes any person who is known to have been unconscious as a result of authentic internal or other non-visible injuries and fraudulent claims of injury.
6. Counter Report. A property damage only collision reported by an involved party in person at a police facility or CHP office. Counter reports are completed by the involved party; however, an officer or clerk may provide assistance. Counter reports are not processed into SWITRS computer files.
7. CVC. (See California Vehicle Code.)
8. Extent of Injury. Possible subcategories are:
 - a. FATAL (Died within 30 days of the collision)
 - b. SEVERE INJ (Major injuries, distorted member)

- c. OTHER VIS (Other visible injuries)
- d. COMP PAIN (Complaint of pain)

9. Fatal Motor Vehicle Traffic Collision. A motor vehicle traffic collision which results in a human death within 30 days from the collision. Includes the death of a fetus of a pregnant female involved in a traffic collision if the coroner attributes the death to the collision.

10. Highway. A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street. The term highway includes shoulders and sidewalks.

11. In Transport. This describes the state or condition of a vehicle when it is in use primarily for moving persons or property (including the vehicle itself) from one place to another.

- a. Motor vehicles are considered “in transport” when in the roadway whether moving, stopped, stalled, disabled, or abandoned.

- b. Motor vehicles in designated parking areas, shoulders, or off the highway are considered “in transport” only when moving.

NOTE: A vehicle is considered to be on the roadway when any part of it is in the roadway and might be struck by a vehicle which is moving entirely on the roadway.

12. Injury Motor Vehicle Traffic Collision. A motor vehicle traffic collision which results in injury to a human. An injury collision is classified by the greatest extent of injury incurred by any victim in the collision. Subcategories are severe injury, other visible injury, and complaint of pain.

13. Intersection, as defined in CVC Section 365. “An ‘intersection’ is the area embraced within the prolongations of the lateral curb lines, or, if none, the lateral boundary lines of roadway, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.”

14. Late-Reported Collision. A fatal or injury collision where involved vehicles and parties are no longer at the scene and documentation occurs at a location away from the collision scene. Late reported collisions are processed into SWITRS computer files.

15. Location of Motor Vehicle Traffic Collisions. The location of a collision is reported on the highway of the highest classification. If a collision occurred in an intersection of highways of the same classification, the collision is reported on the highway upon which

the involved party most at fault was traveling. California Highway Classifications are ranked in the following order:

- a. Interstate system
- b. U. S. route numbered highway
- c. State route numbered highway
- d. County road
- e. Local street
- f. All other highways which do not fall into the above categories, such as alleys and private roads open to the public for purposes of vehicular travel.
- g. If a single vehicle collision occurred exactly on the boundary line between two districts or jurisdictions, the collision is reported by the district or jurisdiction from which the vehicle was traveling. If a collision on a boundary line involved two or more vehicles, it is the responsibility of the jurisdiction from which the party most at fault was traveling.
- h. If a vehicle runs off the road and the first injury or damage-producing event in the collision occurs off the road, the location of event is the point where the vehicle left the road. The location of injury and/or damage will be described in the report narrative.
- i. For all other collisions, the location of the first event shall be entered; i.e. the first injury or damage-producing event listed in the "Motor Vehicle Involved With" data item on the collision report.
- j. The concepts of collision location assignment contained in the National Safety Council Classification Manual are not entirely in agreement with the basic operating policies of law enforcement and highway engineering in California.

16. Motor Vehicle. A mechanically or electrically powered device not operated on rails, upon or by which any person or property may be transported or drawn upon a highway. For collision reporting purposes, a motorized skateboard or a motorized bicycle (moped), whether the motor is operating or not, shall be considered a motor vehicle. The following should be considered in determining classifications when the vehicle is towing another vehicle or being towed or pushing a vehicle or being pushed.

- a. Vehicles being towed: When a vehicle is being towed by other than a rigid tow bar or tow truck, the person operating the towed vehicle is shown as party type

other. The person driving the towing vehicle is shown as party type driver. The two vehicles are separate parties on the collision report.

b. Pushed vehicle/pushing vehicle: A person operating a vehicle which is being pushed is a party type driver. If the investigating officer determines the person operating the pushing vehicle did not contribute to the collision, the person is a witness. For example, the pushing vehicle stops and the pushed vehicle continues for a distance indicating the person in the pushed vehicle has control of the vehicle.

17. Motor Vehicle Traffic Collision. Any collision which occurs on a highway or which occurs after the motor vehicle runs off the road but before events stabilized. Includes collisions occurring on a highway involving:

a. A motor vehicle in transport setting an object in motion without the motor vehicle itself doing the actual striking. For example, the vehicle's load or parts fall from the motor vehicle and before coming to rest they are struck by another motor vehicle.

b. A motor vehicle in transport (in motion or readiness for motion) involved in a non-collision event. For example, accidental poisoning from carbon monoxide generated by a motor vehicle; injury or damage sustained from a vehicle fire; a person injured by being thrown against some part of or object in a motor vehicle; passengers falling or jumping from a motor vehicle; damage only to a truck which jackknives; or damage to towed or towing vehicles which collide with one another.

18. National Safety Council (NSC). A nongovernmental, public service organization which writes the Manual on Classifications of Motor Vehicle Traffic Accidents. The primary purpose of this manual is to promote uniformity and comparability of motor vehicle collision statistics.

19. Other Visible Injuries. A degree of injury which includes: bruises, which are discolored or swollen places where the body has received a blow (includes black eyes and bloody noses); and abrasions, which are areas of the skin where the surface is roughened or broken by scratching or rubbing (includes skinned shins, knuckles, knees and elbows). A small amount of blood generally oozes from abrasions.

20. Party Types. The type of involved party.

- a. DRVR – Driver, including hit and run
- b. PED – Pedestrian
- c. PRKD – Parked vehicle, legally parked
- d. BICY – Bicyclist

e. OTHR – Other, motor vehicle without a driver or non motor vehicle party.

21. Pedestrian. Any person not in or upon a vehicle, bicycle, or animal. Includes a person in a fenced yard or in or operating a pedestrian conveyance; such as, a baby carriage, coaster wagon, skateboard, roller skates, skis, sled, and wheelchair; a person being carried by another person; and a person in or upon a device moved by pedaling except a bicycle. Excludes a person inside a building; a person boarding or alighting from a conveyance, except a pedestrian conveyance, or a person jumping or falling from motor vehicle. Such a person is considered a passenger and is classified in Type of Collision and Motor Vehicle Involved With as though s/he is part of the conveyance.

22. Primary Collision Factor (PCF). The one element or driving action which best describes the primary or main cause of the collision. The PCF is the investigating officer's professional opinion and not a legal determination. SWITRS determines these categories by grouping sections of the CVC.

23. Property Damage Only (PDO) Motor Vehicle Traffic Collision. Damage incurred to property with no injury to humans.

24. Road. That portion of highway including the roadway and any shoulder alongside the roadway.

25. Roadway. That portion of a highway improved, designed, or ordinarily used for vehicular travel (CVC Section 530). In the event a highway includes two or more separate roadways, the term roadway refers to any such roadway separately, but not to all such roads collectively. Where that portion of the highway designed for vehicular travel is bounded by curbing and an area is designed for parking along the curb line, the entire width, from curb-to-curb, shall be considered roadway. The term roadway excludes shoulder. Area designated for parking means that parking is not prohibited.

26. Severe Injury. A degree of injury which includes either a cut or laceration of the skin from which blood flows freely or saturates clothing. It is not an injury which merely oozes blood. Also includes an arm, foot, finger, etc., which is not in a normal position, usually due to a fracture or serious sprain.

27. Severity. The term referring to the degree of injury to a victim or to the type of collision. Severity of injury may be fatality, severe injury, other visible injuries, or complaint of pain. Severity of collision may be fatal, injury, or PDO.

28. Shoulder. The portion of the road next to the roadway used for accommodation of stopped vehicles, for emergency stops, and for lateral support of the roadway structure. The line between the roadway and the shoulder may be a painted edge line, a change in surface color or material, or a curb (for example, a concrete drainage curb on a freeway). On one-way roadways there may be surfaced shoulders on both sides.

29. State Highway-Related Collisions. Refers to collisions which occur on or are associated with a state highway. Includes: collisions which occur on city streets or

county roads within 100 feet of the gore point of a freeway ramp, collisions which occur on city streets or county roads within 250 feet of the center of the intersection of a state highway or the center of state highway overcrossings and undercrossings, collisions which occur in vista points, rest areas, turn-out areas, and truck inspection facilities. These reports are specially processed so that Caltrans can identify and improve the more collision-prone locations.

30. Supplemental. A report of subsequent documentation to a traffic collision report. The CHP 556, Narrative/Supplemental, is supplied by the CHP to SWITRS participating agencies. This is a dual purpose form:

- a. Used to document the narrative of a collision investigation,
- b. Used to document supplemental changes or additions to a previously submitted collision report.

ANNEX B

CHP 555, TRAFFIC COLLISION REPORT

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
 CHP 555 Page 1 (Rev.7-03) OPI 061

Page of

SPECIAL CONDITIONS		NUMBER INJURED	HIT & RUN FELONY	CITY	JUDICIAL DISTRICT		LOCAL REPORT NUMBER					
		NUMBER KILLED	HIT & RUN MISDEMEANOR	COUNTY	REPORTING DISTRICT		BEAT					
COLLISION OCCURRED ON					MO.	DAY	YEAR	TIME (2400)				
MILEPOST INFORMATION					DAY OF WEEK		TOW AWAY	PHOTOGRAPHS BY:				
FEET/MILES OF					S M T W T F S		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> NONE				
<input type="checkbox"/> AT INTERSECTION WITH					STATE HWY REL.							
<input type="checkbox"/> OR: FEET/MILES OF					<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO							
PARTY 1	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE			
<input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)											
<input checked="" type="checkbox"/>	STREET ADDRESS											
<input checked="" type="checkbox"/>	CITY/STATE/ZIP											
<input checked="" type="checkbox"/>	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE					
<input checked="" type="checkbox"/>	HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:							
<input checked="" type="checkbox"/>	INSURANCE CARRIER				POLICY NUMBER		VEHICLE TYPE					
<input checked="" type="checkbox"/>	DIR OF TRAVEL ON STREET OR HIGHWAY				SPEED LIMIT		DESCRIBE VEHICLE DAMAGE					
<input checked="" type="checkbox"/>	DRIVER'S LICENSE NUMBER				STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER	STATE
<input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)											
<input checked="" type="checkbox"/>	STREET ADDRESS											
<input checked="" type="checkbox"/>	CITY/STATE/ZIP											
<input checked="" type="checkbox"/>	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE					
<input checked="" type="checkbox"/>	HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:							
<input checked="" type="checkbox"/>	INSURANCE CARRIER				POLICY NUMBER		VEHICLE TYPE					
<input checked="" type="checkbox"/>	DIR OF TRAVEL ON STREET OR HIGHWAY				SPEED LIMIT		DESCRIBE VEHICLE DAMAGE					
<input checked="" type="checkbox"/>	DRIVER'S LICENSE NUMBER											
<input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)											
<input checked="" type="checkbox"/>	STREET ADDRESS											
<input checked="" type="checkbox"/>	CITY/STATE/ZIP											
<input checked="" type="checkbox"/>	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE					
<input checked="" type="checkbox"/>	HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:							
<input checked="" type="checkbox"/>	INSURANCE CARRIER				POLICY NUMBER		VEHICLE TYPE					
<input checked="" type="checkbox"/>	DIR OF TRAVEL ON STREET OR HIGHWAY				SPEED LIMIT		DESCRIBE VEHICLE DAMAGE					
<input checked="" type="checkbox"/>	DRIVER'S LICENSE NUMBER											
<input checked="" type="checkbox"/>	NAME (FIRST, MIDDLE, LAST)											
<input checked="" type="checkbox"/>	STREET ADDRESS											
<input checked="" type="checkbox"/>	CITY/STATE/ZIP											
<input checked="" type="checkbox"/>	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE					
<input checked="" type="checkbox"/>	HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER:							
<input checked="" type="checkbox"/>	INSURANCE CARRIER				POLICY NUMBER		VEHICLE TYPE					
<input checked="" type="checkbox"/>	DIR OF TRAVEL ON STREET OR HIGHWAY				SPEED LIMIT		DESCRIBE VEHICLE DAMAGE					
PREPARER'S NAME				DISPATCH NOTIFIED				REVIEWER'S NAME				DATE REVIEWED
				<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A								

CHP 555 703 10

ANNEX B

CHP 555 Page 3, INJURED/WITNESS/PASSENGERS (continued)

STATE OF CALIFORNIA INJURED / WITNESS / PASSENGERS CHP 555 Page 3 (Rev. 1-03) OPI 061																	Page of
DATE OF COLLISION (MO. DAY YEAR)				TIME (2400)		NCIC #		OFFICER I.D.					NUMBER				
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	
<input type="checkbox"/> #	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
NAME / D. O. B. / ADDRESS																	TELEPHONE
INJURED ONLY, TRANSPORTED BY:								TAKEN TO:									
DESCRIBE INJURIES																	

PREPARER'S NAME	I.D. NUMBER	MO. DAY YEAR	REVIEWER'S NAME			MO. DAY YEAR
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ANNEX B

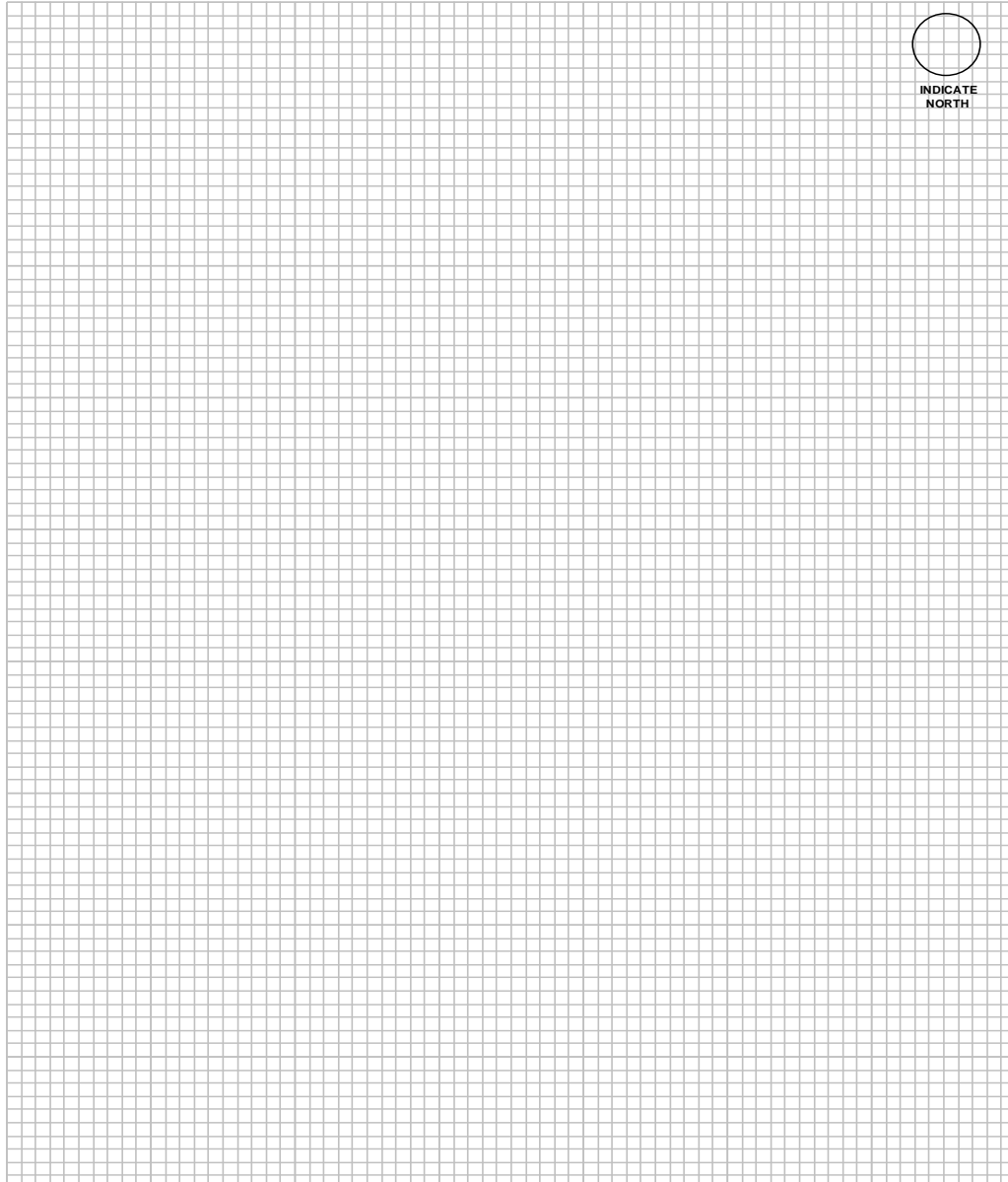
CHP 555 PAGE 4, FACTUAL DIAGRAM (continued)

STATE OF CALIFORNIA
FACTUAL DIAGRAM
CHP 555 Page 4 (Rev. 1-03) OPI 061

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DATE OF COLLISION (MO. DAY YEAR)	TIME (2400)	NCIC #	OFFICER I.D.	NUMBER
----------------------------------	-------------	--------	--------------	--------

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)



PREPARED BY	I.D. NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
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ANNEX B

CHP 555-03, TRAFFIC COLLISION REPORT-PROPERTY DAMAGE ONLY (continued)

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRAFFIC COLLISION REPORT - Property Damage Only
CHP 555-03 (Rev. 7-03) OPI 061 Original to Officer; copy(ies) to involved party(ies)

SPECIAL CONDITIONS		HIT & RUN	CITY		JUDICIAL DISTRICT	NUMBER
		COUNTY	REPORTING DISTRICT		BEAT	REPORTING OFFICER
COLLISION OCCURRED ON				MO.	DAY	YEAR
				TIME (2400)	NCIC	OFFICER I.D.
<input type="checkbox"/> AT INTERSECTION WITH <input type="checkbox"/> Or: Feet/Miles Of		STATE		CLASS	AIR BAG	SAFETY EQUIPMENT
<input type="checkbox"/> DRIVER <input type="checkbox"/> PED <input type="checkbox"/> PK VEH <input type="checkbox"/> BICYCLE <input type="checkbox"/> OTHER		NAME (FIRST, MIDDLE, LAST)		TELEPHONE NUMBER		
		STREET ADDRESS (City)		(State) (Zip Code)		
		SEX	RACE	BIRTHDATE	INSURANCE CARRIER	POLICY NUMBER
		DIR. TRAVEL	ON STREET OR HIGHWAY		SPEED LIMIT	
		VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE	VEH. TYPE
PARTY 1		DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG
DRIVER		NAME (FIRST, MIDDLE, LAST)		TELEPHONE NUMBER		
PED		STREET ADDRESS (City)		(State) (Zip Code)		
PK VEH		SEX	RACE	BIRTHDATE	INSURANCE CARRIER	POLICY NUMBER
BICYCLE		DIR. TRAVEL	ON STREET OR HIGHWAY		SPEED LIMIT	
OTHER		VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE	VEH. TYPE
PARTY 2		DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG
DRIVER		NAME (FIRST, MIDDLE, LAST)		TELEPHONE NUMBER		
PED		STREET ADDRESS (City)		(State) (Zip Code)		
PK VEH		SEX	RACE	BIRTHDATE	INSURANCE CARRIER	POLICY NUMBER
BICYCLE		DIR. TRAVEL	ON STREET OR HIGHWAY		SPEED LIMIT	
OTHER		VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE	VEH. TYPE
WIT.	R/O	AGE	SEX	NAME		ADDRESS
<input type="checkbox"/>	<input type="checkbox"/>					PHONE NUMBER
<input type="checkbox"/>	<input type="checkbox"/>	AGE	SEX	NAME		ADDRESS
<input type="checkbox"/>	<input type="checkbox"/>					PHONE NUMBER
PROP.		NAME		ADDRESS		DAMAGED PROPERTY

LIST NUMBER (#) OF PARTY AT FAULT	PRIMARY COLLISION FACTOR	TRAFFIC CONTROL DEVICES		SPECIAL INFORMATION		MOVEMENT PRECEDING COLLISION	
		1	2	1	2	1	2
# A	VC SECTION VIOLATED:	A CONTROLS FUNCTIONING		A HAZARDOUS MATERIAL		A STOPPED	
		B CONTROLS NOT FUNCTIONING*		B CELL PHONE HANDHELD IN USE		B PROCEEDING STRAIGHT	
# B	OTHER IMPROPER DRIVING *	C CONTROLS OBSCURED		C CELL PHONE HANDSFREE IN USE		C RAN OFF ROAD	
		D NO CONTROLS PRESENT/FACTOR*		D CELL PHONE NOT IN USE		D MAKING RIGHT TURN	
# C	OTHER THAN DRIVER *	TYPE OF COLLISION		E		E MAKING LEFT TURN	
D	UNKNOWN*	A HEAD-ON		F		F MAKING U TURN	
		B SIDESWIPE		G		G BACKING	
		C REAR END		H		H SLOWING / STOPPING	
		D BROADSIDE		I		I PASSING OTHER VEHICLE	
		E HIT OBJECT		J		J CHANGING LANES	
		F OVERTURNED		K		K PARKING MANUEVER	
		G VEHICLE / PEDESTRIAN		L		L ENTERING TRAFFIC	
		H OTHER:*		M		M OTHER UNSAFE TURNING	
		MOTOR VEHICLE INVOLVED WITH		N		N XING INTO OPPOSING LANE	
		A NON-COLLISION		O		O PARKED	
		B PEDESTRIAN		P		P MERGING	
		C OTHER MOTOR VEHICLE		Q		Q TRAVELING WRONG WAY	
		D MOTOR VEHICLE ON OTHER HIGHWAY		R		R OTHER:*	
		E PARKED MOTOR VEHICLE					
		F TRAIN					
		G BICYCLE					
		H ANIMAL					
		I FIXED OBJECT:					
		J OTHER OBJECT:					
		PEDESTRIAN'S ACTIONS					
		A NO PEDESTRIAN INVOLVED		E VISION OBSCUREMENT:		A HAD NOT BEEN DRINKING	
		B CROSSING IN CROSSWALK AT INTERSECTION		F INATTENTION*		B HBD - UNDER INFLUENCE	
		C CROSSING IN CROSSWALK - NOT AT INTERSECTION		G STOP & GO TRAFFIC		C HBD - NO UNDER INFLUENCE*	
		D CROSSING - NOT IN CROSSWALK		H ENTERING / LEAVING RAMP		D HBD - IMPAIRMENT UNKNOWN*	
		E IN ROAD - INCLUDES SHOULDER		I PREVIOUS COLLISION		E UNDER DRUG INFLUENCE*	
		F NOT IN ROAD		J UNFAMILIAR WITH ROAD		F IMPAIRMENT - PHYSICAL*	
		G APPROACHING / LEAVING SCHOOL		K DEFECTIVE VEH. EQUIP.:		G IMPAIRMENT NOT KNOWN	
				L UNINVOLVED VEHICLE		H NOT APPLICABLE	
				M OTHER:*		I SLEEPY / FATIGUED*	
				N NONE APPARENT:			
				O RUNAWAY VEHICLE			

Destroy previous editions. c555-03-3.frp

ANNEX C

SWITRS INPUT-OUTPUT MATRIX

Field on Traffic Collision Form	R	E	P	O	R	T	S	Field on Traffic Collision Form	R	E	P	O	R	T	S		
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
Number injured	N		N	N		L	L	L	Number killed	N		N	N		L	L	L
Hit and Run						L	L	L	Reporting district						L	L	L
City						L	L	L	County						L	L	L
Beat						L	L	L	Locations						L	L	L
Date						L	L	L	Time		N		N		L	L	L
NCIC (Jurisdiction)						L	L	L	Officer ID						L	L	L
Milepost/Postmile						L	L	L	Day of Week		N				L	L	L
Tow Away						L	L	L	Intersection						L	L	L
State Hwy Rel						L	L	L	Primary Collision Factor (PCF)			N			L	L	L
Collision Type						L	L	L	Weather						L	L	L
Roadway Surface						L	L	L	Roadway Condition						L	L	L
Motor Vehicle Involved With	N					L	L	L	Lighting						L	L	L
Pedestrian Action						L	L	L	Traffic Control Devices						L	L	L
Party At Fault					N	L	L	L	Party Type				N	N	L	L	L
Party Age					N	L	L	L	Party sex					N	L	L	L
Party Race						L	L	L	Party Sobriety						L	L	L
Movement Preceding Collision						L	L	L	Direction of Travel						L	L	L
Statewide Vehicle Type						L	L	L	CHP Vehicle Type						L	L	L
Vehicle Make						L	L	L	Vehicle Year						L	L	L
Special Information						L	L	L	Other Associated Factor						L	L	L
Party Safety Equipment						L	L	L	Victim Role/Passenger (type)				N		L	L	L
Victim/Passenger Extent of Injury	N		N			L	L	L	Victim/Passenger Age						L	L	L
Victim/Passenger Seating Position						L	L	L	Victim/Passenger Air Bag/Safety Equipment						L	L	L
Victim/Passenger Ejected						L	L	L									

L = Listing of individual accidents
 N= Number of accidents, victims, or parties, etc.

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