

CHAPTER 2
SWITRS QUARTERLY OUTPUT REPORTS

REVISED OCTOBER 2005

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CHAPTER 2

SWITRS QUARTERLY OUTPUT REPORTS

1. INTRODUCTION TO OUTPUT REPORTS.

a. The Statewide Integrated Traffic Records System (SWITRS) output reports can be produced quarterly or annually and consist of eight cumulative reports intended for planning and analysis. Their usefulness and accuracy depend upon the completeness and accuracy of the traffic collision reports received by SWITRS.

(Revised 10-05.)

b. Traffic safety programs compete with other public programs for available grant funds. The data in these reports can support and justify the need for proposed collision reduction programs. Traffic collision problems that exceed normal expectations can indicate:

- (1) Subjects for emphasis in educational programs,
- (2) Locations where additional enforcement is needed,
- (3) Locations where engineering improvements are needed.

c. Each of the eight reports may be requested anytime for a specific quarter or annually. Since the quarterly listing contains all year-to-date data, each prior quarterly report for a specified year can be discarded when the next quarterly report is received. For example, discard the second quarter's report when the third quarter's report is received. The fourth quarter or final report should be retained as a permanent list of collisions for that year. ***(Revised 10-05.)***

Sample of Foreword

California Statewide Integrated Traffic Records System (SWITRS)

Report For: 5704 - West Sacramento

This report is provided to you by the State of California as a result of your participation in the Statewide Integrated Traffic Records System (SWITRS).

The tables and listings refer to collisions reported by your city or its contracted agent. They do not reflect counter reports or collisions which occurred on private property, outside your incorporated area, or on a freeway.

Section 20008 of the California Vehicle Code includes the following statement: 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 at Sacramento.

2. REPORT 1 – COLLISIONS AND VICTIMS BY MOTOR VEHICLE INVOLVED WITH.

a. Report 1 presents collisions and victims by "motor vehicle involved with" in all fatal, injury, and property damage only (PDO) traffic collisions, and for victims by severity of injury.

Cumulative Report 1

| Run 09/05/2003 | Report 1 - Collisions and Victims by Motor Vehicle Involved With | Jurisdiction 5704 | | | | | | | |
|-----------------------------|---|-------------------|-------------------|----------------|----------------|-----------------|-----------------|------------------------|----------------------------|
| Page 1 | Quarterly 01/01/2003 thru 06/30/2003 | Location 5704 | | | | | | | |
| | | West Sacramento | | | | | | | |
| Motor Vehicle Involved With | Total Collisions | Fatal Collisions | Injury Collisions | PDO Collisions | Killed Victims | Injured Victims | Severe Injuries | Other Visible Injuries | Complaint of Pain Injuries |
| PEDESTRIAN | 1 | | 1 | | | 1 | | 1 | |
| OTHER MOTOR VEHICLE | 124 | | 15 | 109 | | 16 | 1 | 1 | 14 |
| PARKED MOTOR VEHICLE | 24 | | | 24 | | | | | |
| BICYCLE | 12 | | 7 | 5 | | 7 | | 4 | 3 |
| FIXED OBJECT | 35 | | 5 | 30 | | 8 | | 7 | 1 |
| OTHER OBJECT | 1 | | | 1 | | | | | |
| TOTAL: | 197 | | 28 | 169 | | 32 | 1 | 13 | 18 |

b. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.

c. Rows list the collisions by motor vehicle involved with. Columns show resulting collision and victim severity.

d. This report is useful in identifying traffic collision problems by their specific type of involvement. Comparison between types of involvement for injury and property damage collisions can illustrate degree of damage or severity of injury for a particular type of involvement. For example, reviewing the bicycle and pedestrian collisions as a percent of total collisions may indicate problems with pedestrians and bicycles.

3. REPORT 2 – COLLISIONS BY HOUR OF DAY BY DAY OF WEEK.

a. Report 2 presents collisions by the hour of day and by the day of week.

Cumulative Report 2

| Run 09/05/2003 | | Report 2 - Collisions by Hour of Day by Day of Week | | | | | | | Jurisdiction 5704 |
|-----------------------|--------|--|-----------|----------|--------|----------|--------|-------|-------------------|
| Page 1 | | Quarterly 01/01/2003 thru 08/30/2003 | | | | | | | Location 5704 |
| | | | | | | | | | West Sacramento |
| Hour of Day | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | TOTAL | |
| Midnight - 12:59 A.M. | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 8 | |
| 1:00 - 1:59 A.M. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 2:00 - 2:59 A.M. | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | |
| 3:00 - 3:59 A.M. | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | |
| 4:00 - 4:59 A.M. | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | |
| 5:00 - 5:59 A.M. | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | |
| 6:00 - 6:59 A.M. | 4 | 4 | 3 | 1 | 3 | 1 | 0 | 16 | |
| 7:00 - 7:59 A.M. | 3 | 2 | 1 | 3 | 3 | 0 | 0 | 12 | |
| 8:00 - 8:59 A.M. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | |
| 9:00 - 9:59 A.M. | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 4 | |
| 10:00 - 10:59 A.M. | 2 | 2 | 3 | 1 | 2 | 2 | 0 | 12 | |
| 11:00 - 11:59 A.M. | 11 | 12 | 14 | 8 | 13 | 7 | 2 | 67 | |
| A.M. Totals: | | | | | | | | | |
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | TOTAL | |
| Noon - 12:59 P.M. | 3 | 3 | 3 | 1 | 4 | 0 | 2 | 16 | |
| 1:00 - 1:59 P.M. | 4 | 2 | 2 | 1 | 2 | 0 | 2 | 13 | |
| 2:00 - 2:59 P.M. | 1 | 4 | 0 | 2 | 1 | 0 | 1 | 9 | |
| 3:00 - 3:59 P.M. | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 10 | |
| 4:00 - 4:59 P.M. | 1 | 3 | 2 | 3 | 1 | 1 | 5 | 16 | |
| 5:00 - 5:59 P.M. | 2 | 1 | 2 | 0 | 4 | 3 | 0 | 12 | |
| 6:00 - 6:59 P.M. | 1 | 5 | 1 | 3 | 0 | 1 | 5 | 16 | |
| 7:00 - 7:59 P.M. | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 4 | |
| 8:00 - 8:59 P.M. | 4 | 1 | 1 | 1 | 0 | 3 | 1 | 11 | |
| 9:00 - 9:59 P.M. | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 10 | |
| 10:00 - 10:59 P.M. | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 6 | |
| 11:00 - 11:59 P.M. | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 6 | |
| P.M. Totals: | 20 | 27 | 13 | 12 | 20 | 16 | 21 | 129 | |
| Unknown | Sunday | TOTAL | | | | | | | |
| | 1 | 1 | | | | | | | |
| TOTAL: | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | TOTAL | |
| | 45 | 52 | 33 | 32 | 50 | 35 | 34 | 197 | |

b. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.

c. The rows indicate one-hour intervals. The columns present total collisions (fatal, injury, and PDO) for each day of the week.

d. This report emphasizes high frequency collision periods by hour of day and day of week. Specific information for collisions occurring during certain time periods can be obtained by cross-referencing to the individual collisions in Report 8 or by requesting a listing of collisions by time.

4. REPORT 3 – COLLISIONS AND VICTIMS BY PRIMARY COLLISION FACTOR.

a. Report 3 presents the primary collision factor (PCF) for all fatal, injury, and PDO traffic collisions and for victims by severity of injuries. The PCF is the investigating officer’s professional opinion of the cause of a collision.

Cumulative Report 3

| Primary Collision Factor | Total Collisions | Fatal Collisions | Injury Collisions | PDO Collisions | Killed Victims | Injured Victims | Severe Injuries | Other Visible Injuries | Complaint of Pain Injuries |
|---|------------------|------------------|-------------------|----------------|----------------|-----------------|-----------------|------------------------|----------------------------|
| Driving Or Bicycling Under Influence Of Alcohol Or Drug | 8 | | 3 | 5 | | 4 | 1 | 3 | |
| Unsafe Speed | 45 | | 5 | 40 | | 7 | | 4 | 3 |
| Following Too Closely | 1 | | 1 | | | 1 | | | 1 |
| Wrong Side Of Road | 15 | | 4 | 11 | | 4 | | 1 | 3 |
| Improper Passing | 6 | | 2 | 4 | | 2 | | 1 | 1 |
| Unsafe Lane Change | 1 | | | 1 | | | | | |
| Improper Turning | 35 | | 1 | 34 | | 1 | | | 1 |
| Automobile Right-Of-Way | 33 | | 5 | 28 | | 6 | | 2 | 4 |
| Traffic Signals And Signs | 15 | | 4 | 11 | | 4 | | | 4 |
| Unsafe Starting Or Backing | 16 | | | 16 | | | | | |
| Other Equipment | 1 | | | 1 | | | | | |
| Other Hazardous Violation | 2 | | | 2 | | | | | |
| Other Improper Driving | 3 | | 2 | 1 | | 2 | | 2 | |
| Other Than Driver | 2 | | | 2 | | | | | |
| Unknown | 8 | | | 8 | | | | | |
| NOT STATED | 6 | | 1 | 5 | | 1 | | | 1 |
| TOTAL: | 197 | | 28 | 169 | | 32 | 1 | 13 | 18 |

b. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.

c. The rows list up to 22 collision factors which are derived from the California Vehicle Code Section (CVC) reported as the PCF. The columns show the resulting collision and victim severity.

d. This report can identify the party (driver, pedestrian, or bicyclist) behavior causing the collision and can indicate where selective education and/or enforcement is needed. A large proportion of collisions or victims for a particular PCF implies where to place the emphasis in “rules of the road” programs in local driver education classes. A need for enforcement aimed at pedestrians or the drinking driver might be suggested if the report shows a large percentage of collisions involving these factors. If a high percentage of the collisions are caused by right-of-way violations, possible roadway sight distance problems exist which could be eliminated by additional regulatory signs. A large number of stop sign and signal violations might lead to an evaluation regarding the visibility of these devices or their phase sequence timing.

e. A large number of collisions with a PCF of unknown, other than driver, or other improper driving detracts from the usefulness of the report. If over five percent of the total collisions fall within any one of these three categories, the validity of other PCFs may be questionable. If this condition exists, PCF classification procedures should be reviewed.

5. REPORT 4 – MOTORCYCLE, BICYCLE, AND PEDESTRIAN COLLISIONS AND VICTIMS BY HOUR OF DAY.

a. Report 4 presents motorcycle, bicycle, and pedestrian collisions and victims by the hour of day.

Cumulative Report 4

| Hour of Day | Motorcycle Collisions | | | Motorcyclists | | Bicycle Collisions | | | Bicyclists | | Pedestrian Collisions | | | Pedestrians | |
|----------------|-----------------------|----------|----------|---------------|----------|--------------------|----------|----------|------------|----------|-----------------------|----------|----------|-------------|----------|
| | Fatal | Injury | PDO | Killed | Injured | Fatal | Injury | PDO | Killed | Injured | Fatal | Injury | PDO | Killed | Injured |
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 - 06:59 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 - 07:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 08:00 - 08:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 - 09:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:59 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:59 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:59 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:59 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:59 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 19:00 - 19:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 - 20:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 - 21:59 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals: | 0 | 3 | 3 | 0 | 3 | 0 | 6 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 1 |

b. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.

c. The rows list hourly time intervals in which the collision or victim was involved. The motorcycle, bicycle, or pedestrian portions are subdivided for the severity of collision, i.e., fatal, injury, or PDO, and for the victims either killed or injured.

d. If a particular collision involved a motorcycle, a bicycle, and a pedestrian, that collision would appear in each collision column under each of the three categories. This allows each of the three categories to be used independently of the other.

e. The procedure in 5.d. prevents the loss of information that would result if the collisions were ranked. For example, if motorcycle collisions were ranked above bicycle collisions, but the collision was counted in only one category, ten collisions involving both these modes of transportation would be counted as ten motorcycle collisions and bicycle collisions would show zero (0).

f. Victim counts are also independent. For example, if a motorcycle hit and injured a pedestrian, the collision would be counted under the injury collision column for both motorcycle and pedestrian. However, the victim would be counted only in the victim injured column under pedestrian.

g. This report augments Report 2 which also shows collisions by hour of day. This report may demonstrate a need for motorcycle enforcement, bicycle lanes, or pedestrian walkways.

6. REPORT 5 – DRIVERS IN FATAL AND INJURY COLLISIONS AND DRIVERS WHO WERE AT FAULT BY SEX BY AGE.

a. Report 5 presents total drivers involved in fatal and injury collisions and drivers who were at fault by sex by age.

Cumulative Report 5

| Age | Injury | | | | TOTALS | |
|----------------|-----------|-----------|----------|----------|-----------|-----------|
| | Male | | Female | | Total | At Fault |
| | Total | At Fault | Total | At Fault | | |
| 17 | 1 | 1 | | | 1 | 1 |
| 18 | 1 | 1 | | | 1 | 1 |
| 19 | 3 | 3 | | | 3 | 3 |
| 20 | 1 | 1 | | | 1 | 1 |
| 21 | 1 | 1 | 1 | 1 | 2 | 2 |
| 24 | 1 | 0 | 1 | 1 | 2 | 1 |
| 26 | 2 | 1 | | | 2 | 1 |
| 27 | 2 | 2 | | | 2 | 2 |
| 28 | 1 | 0 | | | 1 | 0 |
| 29 | 2 | 1 | | | 2 | 1 |
| 30 | | | 1 | 0 | 1 | 0 |
| 32 | 1 | 0 | | | 1 | 0 |
| 33 | 1 | 0 | | | 1 | 0 |
| 35 | 2 | 2 | | | 2 | 2 |
| 36 | | | 1 | 0 | 1 | 0 |
| 39 | 1 | 0 | 1 | 1 | 2 | 1 |
| 40 | 2 | 0 | | | 2 | 0 |
| 41 | 1 | 0 | | | 1 | 0 |
| 42 | 2 | 1 | | | 2 | 1 |
| 44 | 1 | 1 | | | 1 | 1 |
| 45 | 1 | 0 | | | 1 | 0 |
| 46 | 1 | 1 | | | 1 | 1 |
| 47 | 1 | 0 | | | 1 | 0 |
| 52 | 1 | 0 | | | 1 | 0 |
| 53 | 1 | 0 | | | 1 | 0 |
| 57 | 1 | 1 | | | 1 | 1 |
| 65-69 | | | 1 | 0 | 1 | 0 |
| Not Stated | 2 | 2 | 1 | 0 | 3 | 2 |
| TOTALS: | 34 | 19 | 7 | 3 | 41 | 22 |

- b. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.
- c. The rows list the driver's age. The columns show fatal and injury collisions by driver sex then by total drivers and at fault drivers.
- d. Driver counts are not the same as collision counts. Several drivers could be involved in one collision.
- e. This report shows the number of drivers at fault in relation to total drivers, collision severity, sex, and age. Additional areas of concern can also be identified, for example:
 - (1) Age of drivers at fault in fatal and injury collisions,
 - (2) Sex of drivers at fault in fatal and injury collisions,
 - (3) The number of drivers at fault compared to the total number of drivers involved in fatal and injury collisions.

7. REPORT 6 – PEDESTRIAN INVOLVED COLLISIONS.

- a. Report 6 presents details of collisions which involved pedestrians. The entry for each collision contains up to 42 collision data items, up to 17 party data items, and up to seven victim data items. Collisions listed on Report 6 are printed in alphabetical order by their primary location. Numbered streets appear before those with alphabetical names. Street numbers spelled out on the collision report are printed in numerical order, for example, both Second and 2nd are printed 2nd.
- b. When reports of collisions which occur on a particular street consistently use identical spelling for that street name, all collision data will appear together on the report. For example, the primary location of Brea Street should contain all collisions which occurred along Brea Street. If this primary collision is written as "Brea," "Brea Ave.," "S. Brea," and "N. Brea," the collision data will appear in different places on the report.
- c. State highway locations are referred to as RT (route) plus the highway number. For example, SR 90, I 5, and US 101 will be shown as RT 90, RT 5, and RT 101. RT is used for consistency and standardization, and because there are no duplications in the highway numbers.
- d. The report is cumulative and contains data for the year-to-date. The date range is included in the title of the report and shows the reporting period.

Cumulative Report 6

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|--|-----------|------------|----------------|---------------|--------------|--------------|------------|---------------|-----------|---------------------|-----------|-----------------|--------------|-----------|-------------------|-------------|------------|-----|-----|----------|--------------|---------|---|
| Report run on: 9/5/2003 | | Report 6 - Pedestrian Involved Collisions | | | | | | | | | | Case Listing | | | | | | | | | | | | | |
| Total Count: 1 | | Quarterly 01/01/2003 thru 06/30/2003 / Jurisdiction 5704 / Location 5704 West Sacramento | | | | | | | | | | Page 1 | | | | | | | | | | | | | |
| Primary Rd | CUMMINS WY | Distance (ft) | 60 | Direction | W | Secondary Rd | GREENWOOD AV | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | | | | | | | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | Beat 001 | Type | | CalTrans Dist | | Badge | 00109 | Collision Date | 20030420 | Time | 2245 | Day | SUN | | | | | | |
| Primary Collision Factor | OTHER IMPROP DRV | | Violation | | Collision Type | AUTO/PED | Severity | INJURY | # Killed | 0 | # Injured | 1 | Tow Away? | N | Process Date | 20030805 | Spec Cond | 0 | | | | | | | |
| Weather1 | CLEAR | | Weather2 | | Rdwy Surface | DRY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | | | | | | | | | | | | | | | |
| Hit and Run | | Motor Veh Involved With | PED | | Lighting | DARK - ST LTS | Ped Action | IN RD, SHLDR | Cntrl Dev | NT PRS/FCYR | Loc Type | | Ramp/Int | | | | | | | | | | | | |
| PARTY INFO | | | | | | | | | | VICTIM INFO | | | | | | | | | | | | | | | |
| Party | Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move Pre | Coll Dir | SW | Veh | CHP | Veh | Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex | Seat Pos | Safety Equip | Ejected | |
| 1 | DRVR | 998 | F | | IMP UNK | IMP UNK | PROC ST | E | A | 0000 | CHEVR | | | - | - | N | | B | | | | | | | |
| 2F | PED | 26 | M | H | IMP UNK | IMP UNK | OTHER | E | N | 0000 | | | | | - | - | M | | | | | | | | 3 |

e. The first five lines of each collision present data that describes the collision. The collision data items are:

(1) LINE ONE:

(a) PRIMARY ROAD: Primary road name as it appears in the “Collision Occurred On” field on the traffic collision report.

(b) DISTANCE: Distance, in feet, from the secondary road, or the nearest cross-reference point, or I, meaning collision occurred at the intersection with secondary road. If distance was indicated by the officer on the traffic collision report as miles or a fraction (decimal) of a mile the SWITRS program converts it to feet.

(c) DIRECTION: Direction the primary road is from the nearest secondary road or nearest cross-reference point as indicated by the officer on the traffic collision report.

1 E – East

2 N – North

3 S – South

4 W – West

5 BLANK – At an intersection or not stated.

(d) SECONDARY ROAD: The name of the intersecting road or cross reference point as it appears in the “Location” field on the traffic collision report.

(e) NCIC (JURISDICTION): National Crime Information Center (NCIC) number for jurisdiction assigned to each reporting agency as indicated by

the officer on the traffic collision report. SWITRS uses four digits. The first two digits designate the county (01-58). The second two digits designate either the city or the unincorporated area within the county (00). The CHP uses a "9" followed by a three digit Area location code.

(f) STATE HWY: Whether the collision is state highway related as indicated by the officer in the "State Hwy Rel" field on the traffic collision report form.

- 1 Y – Yes
- 2 N – No
- 3 Blank – Not stated

(g) ROUTE: Route number of state highway or interstate or U. S. highway. Assigned by Caltrans during the SWITRS data entry process.

(h) POSTMILE PREFIX: Assigned by Caltrans during the SWITRS data entry process. New postmile (milepost) values are assigned whenever a length of highway is changed due to construction or realignment. To differentiate the new values from the old, an alpha code is added prefixing the postmile for the new values.

- 1 B – Blank
- 2 C – Commercial lanes
- 3 D – Duplicate postmile at meandering county line
- 4 G – Reposting of duplicate postmile at the end of a route
- 5 H – Realignment of D mileage
- 6 L – Overlap postmile (**Revised 10-05.**)
- 7 M – Realignment of R mileage
- 8 N – Realignment of M mileage
- 9 R – First realignment
- 10 S – Spur

11 T – Temporary connection

12 BLANK – No prefix

(i) POSTMILE: Highway marker indicating the mileage either from the county line or the beginning of the route. Assigned by Caltrans during SWITRS data entry process.

(j) SIDE OF HIGHWAY: Side of highway on which the collision occurred. Assigned by Caltrans during SWITRS data entry process.

1 E – East

2 N – North

3 S – South

4 W – West

5 BLANK – At an intersection or not stated

(2) LINE TWO:

(a) CITY: Name of incorporated city where collision occurred or unincorporated for area not in a city as indicated by officer on the traffic collision report.

1 CITY NAME

2 UNINCORP – Unincorporated county area

(b) COUNTY: Name of county where collision occurred.

(c) POPULATION: Population code for incorporated city assigned by SWITRS program during the data entry process.

1 1 – Less than 2,500

2 2 – 2,500 – 9,999

3 3 – 10,000 – 24,999

4 4 – 25,000 – 49,999

5 5 - 50,000 – 99,999

- 6 6 – 100,000 – 250,000
- 7 7 – Greater than 250,000
- 8 9 –Unincorporated
- 9 0 – University/state park, etc.

(d) RPT DIST: Local reporting district as indicated by officer on the traffic collision report.

(e) BEAT: Beat number as indicated by officer on the traffic collision report.

(f) TYPE: Beat type (CHP) assigned by SWITRS program during the data entry process.

- 1 1 – State highway
- 2 2 – County road line
- 3 3 – County road area
- 4 4 – School bus on city roadway
- 5 5 – School bus not on public roadway
- 6 6 – Off road (unimproved)
- 7 7 – Vista point or rest area or scales or inspection facility
- 8 8 – Other public access (improved)
- 9 Blank – Not CHP

(g) CALTRANS DIST: Caltrans district (1-12) number assigned by Caltrans during the SWITRS data entry process on state highway related collisions.

- 1 DISTRICT 1
 - a Del Norte County
 - b Humboldt County
 - c Lake County
 - d Mendocino County

2 DISTRICT 2

- a Siskiyou County
- b Modoc County
- c Shasta County
- d Trinity County
- e Lassen County
- f Tehama County
- g Plumas County

3 DISTRICT 3

- a Glenn County
- b Butte County
- c Nevada County
- d Sierra County
- e Placer County
- f El Dorado County
- g Colusa County
- h Sutter County
- i Yuba County
- j Yolo County
- k Sacramento County

4 DISTRICT 4

- a Alameda County
- b Contra Costa County
- c Marin County

- d Napa County
- e San Francisco County
- f San Mateo County
- g Santa Clara County
- h Solano County
- i Sonoma County

5 DISTRICT 5

- a Santa Cruz County
- b San Benito County
- c Monterey County
- d San Luis Obispo County
- e Santa Barbara County

6 DISTRICT 6

- a Madera County
- b Fresno County
- c Kings County
- d Tulare County
- e Kern County

7 DISTRICT 7

- a Ventura County
- b Los Angeles County

8 DISTRICT 8

- a Riverside County
- b San Bernardino County

9 DISTRICT 9

a Inyo County

b Mono County

10 DISTRICT 10

a San Joaquin County

b Amador County

c Calaveras County

d Alpine County

e Tuolumne County

f Mariposa County

g Stanislaus County

h Merced County

11 DISTRICT 11

a San Diego County

b Imperial County

12 DISTRICT 12

a Orange County

b Los Angeles County

(h) **BADGE:** Identification number or name of the investigating officer as indicated by the officer on the traffic collision report. If the number is left blank or is illegible the SWITRS program enters as 99999.

(i) **COLLISION DATE:** Date of collision (yyyymmdd) as indicated by the officer on the traffic collision report.

(j) **TIME:** Time of collision using a 24 hour clock (military time) as indicated by the officer on the traffic collision report.

- 1 0000 to 2359
- 2 2500 to 2559 – Not stated

(k) DAY: Day of week as determined from the date of the collision by the SWITRS program.

- 1 MON – Monday
- 2 TUE – Tuesday
- 3 WED – Wednesday
- 4 THU – Thursday
- 5 FRI – Friday
- 6 SAT – Saturday
- 7 SUN – Sunday

(3) LINE THREE:

(a) PRIMARY COLLISION FACTOR: Category description of primary collision factor assigned by the SWITRS program based on the violation entered by the officer for primary collision factor on the traffic collision report.

- 1 BRAKES
- 2 DRVR ALC/DRG – Driver under the influence of alcohol and/or drugs
- 3 HAZ PARKING – Hazardous parking violation
- 4 IMPED TRAFFIC – Impeding traffic
- 5 IMPROP PASS – Unsafe or improper passing
- 6 IMPROP TURN – Improper turning movement
- 7 LANE CHANGE – Changing lanes unsafely
- 8 LIGHTS

9 NOT DRIVER – Collision cause was other than driver violation, indicated as primary collision factor “C” by the officer on the traffic collision report.

10 OTHER HAZ – Other hazardous violation

11 OTHER IMPROP DRV – Other improper driving, not CVC violation, indicated as primary collision factor “B” by the officer on the traffic collision report.

12 PED ALC/DRUG – Pedestrian under the influence of alcohol or drugs

13 PED VIOL – Other pedestrian violation

14 R-O-W AUTO – Auto right-of-way violation

15 R-O-W PED – Pedestrian right-of-way violation

16 STOP SGN/SIG – Failure to obey stop sign or signal

17 STRTNG/BCKNG – Unsafe starting or backing

18 TOO CLOSE - Following too closely

19 UNSAFE SPEED – Excessive speed or over the maximum speed limit

20 WRONG SIDE – Driving on the wrong side of the road

21 UNKNOWN – Unknown, indicated as primary collision factor “D” by the officer on the traffic collision report.

22 BLANK – Not stated

(b) VIOLATION: Specific section of code violation indicated by the officer as primary collision factor on the traffic collision report.

(c) COLLISION TYPE: The one element which best describes the general type of collision as determined by the first injury or damage causing event. As indicated by the officer on the traffic collision report.

1 HEAD-ON

2 SIDESWIPE

- 3 REAR END
- 4 BROADSIDE
- 5 HIT OBJECT
- 6 OVERTURNED
- 7 AUTO/PED
- 8 OTHER
- 9 BLANK – Not stated

(d) SEVERITY: Severity of collision – highest degree of resulting injury. Assigned by the SWITRS program.

- 1 FATAL
- 2 INJURY
- 3 PDO - Property damage only

(e) # KILLED: Count of victims killed as indicated by the officer on the traffic collision report.

(f) # INJURED: Count of victims injured (severe, other visible, or complaint of pain) as indicated by the officer on the traffic collision report.

(g) TOW AWAY: Whether an involved vehicle was towed away from the scene as indicated by the officer in the tow away field of the traffic collision report.

- 1 Y – Yes
- 2 N – No
- 3 Blank – Not stated

(h) PROCESS DATE: Date collision was processed into SWITRS (yyyymmdd) assigned by the SWITRS program.

(4) LINE FOUR:

(a) WEATHER1: First or only entry in weather field as indicated by officer on the traffic collision report describing the weather conditions existing at the time of collision.

- 1 CLEAR
- 2 CLOUDY
- 3 FOG
- 4 RAINING
- 5 SNOWING
- 6 OTHER
- 7 WIND
- 8 BLANK – Not stated

(b) WEATHER2: Second weather condition, if applicable, at the time of the collision as indicated by officer on the traffic collision report. Clear is not acceptable as an entry for Weather2.

- 1 CLOUDY
- 2 FOG
- 3 RAINING
- 4 SNOWING
- 5 OTHER
- 6 WIND
- 7 BLANK – Not stated

(c) RDWY SURFACE: Roadway surface at the time of the collision as indicated by officer on traffic collision report.

- 1 DRY
- 2 SLIPPERY
- 3 SNOW-ICY

4 WET

5 BLANK – Not stated

(d) RDWY COND1: First or only roadway condition at the time of the collision as indicated by the officer on the traffic collision report.

1 CONS ZONE – Construction repair zone

2 FLOODED – Flooded

3 HOLES – Holes, deep ruts

4 LOOSE MATRL – Loose material on roadway

5 NO UNUSL CDN – No unusual conditions

6 OBSTR ON RD – Obstruction on roadway

7 OTHER – Other

8 REDUCED RD WIDTH – Reduced roadway width

9 BLANK – Not stated

(e) RDWY COND2: Second roadway condition at the time of the collision as indicated by the officer on the traffic collision report. See RDWY COND1 above for possible entries.

(f) SPEC COND: Special condition assigned by SWITRS program based on information entered from the traffic collision report.

1 1 – School bus, public roadway

2 2 – University/state parks/airport

3 3 – School bus, not on public roadway

4 4 – Off road (unimproved)

5 5 – Rest areas/Scales

6 6 – Other public access

7 0 – No special condition

NOTE: Statistically, special conditions greater than one is considered private property.

(5) LINE FIVE:

(a) HIT AND RUN: As indicated by officer on traffic collision report.

- 1 FELONY – Felony
- 2 MSDMNR – Misdemeanor
- 3 BLANK – None

(b) MOTOR VEHICLE INVOLVED WITH: The one element, as indicated by officer on the traffic collision report, which best describes what, in conjunction with a motor vehicle in transport, produced the first injury or damage causing event.

- 1 ANIMAL – Animal, wild, or domestic does not include fowl.
- 2 BICYCLE – Bicycle
- 3 FIXED OBJ – Fixed object
- 4 MV ON OTHER RD – Motor vehicle on other roadway
- 5 NON-CLSN – Non-collision
- 6 OTHER MV – Other motor vehicle
- 7 OTHER OBJ – Other object
- 8 PKD MV – Parked motor vehicle
- 9 PED – Pedestrian
- 10 TRAIN – Train
- 11 BLANK – Not stated

(c) LIGHTING: Light condition at the time of collision as indicated by the officer on the traffic collision report.

- 1 DAYLIGHT – Daylight
- 2 DUSK/DAWN – Dusk/dawn

- 3 DARK – ST LTS – Dark with street lights
- 4 DARK – NO ST LTS – Dark no street lights
- 5 DARK – ST LTS NON-OP –Dark street lights not functioning
- 6 BLANK – Not stated

(d) PED ACTION: What an involved pedestrian party was doing at the time of collision, as indicated by the officer on the traffic collision report.

- 1 X-WLK AT IS – Crossing in crosswalk at intersection
- 2 X-WLK NT IS – Crossing in crosswalk not at intersection
- 3 NOT IN X-WLK – Crossing not in crosswalk
- 4 IN RD, SHLDR – In road (including shoulder)
- 5 NOT IN RD – Not in road
- 6 ON/OFF SCH BUS – Approaching/leaving school bus
- 7 BLANK – Not stated or no pedestrian involved

(e) CNTRL DEV: Traffic control devices functioning or not functioning at the time of collision as indicated by the officer on the traffic collision report.

- 1 FNCTNG – Controls functioning
- 2 NT FNCT – Controls not functioning
- 3 OBSCR – Controls obscured
- 4 NT PRS/FCTR – No controls present/factor
- 5 BLANK – Not stated

(f) LOC TYPE: Assigned by Caltrans for state highway related collisions during the SWITRS data entry process referring to the type of location.

- 1 H – Highway
- 2 I – Intersection
- 3 R – Ramp

(g) RAMP/INT: Ramp/intersection description assigned by Caltrans for state highway related collisions during the SWITRS data entry process referring to the section of the ramp or intersection involved.

- 1 1 – Ramp exit, last 50 feet
- 2 2 – Mid-ramp
- 3 3 – Ramp entry, first 50 feet
- 4 4 – Non-state highway, ramp related, within 100 feet
- 5 5 – Intersection
- 6 6 – Non-state highway, intersection-related, within 250 feet
- 7 7 – Highway
- 8 8 – Non-state highway

f. The following descriptions are for each party in the collision and the victims associated with each party. The victim data appears to the right of each party.

(1) Description of party data (one line per party):

(a) PARTY: Party number as indicated by the officer on the traffic collision report. If an “F” appears after the party number, this is the party indicated by the officer on the traffic collision report as the party most at fault.

(b) TYPE: Party type as indicated by the officer on the traffic collision report.

- 1 DRVR – Driver, including hit and run
- 2 PED – Pedestrian
- 3 PRKD – Parked vehicle, legally parked
- 4 BICY – Bicyclist
- 5 OTHR – Other, motor vehicle without a driver or non motor vehicle party
- 6 BLANK – Not stated

(c) AGE: Age of party determined by the SWITRS program from the party birth date as indicated by the officer on the traffic collision report.

- 1 0-125
- 2 998 – Unknown, not stated

(d) SEX: Sex of party as indicated by the officer on the traffic collision report.

- 1 M – Male
- 2 F – Female
- 3 BLANK – Not stated

(e) RACE: Race as indicated by the officer on the traffic collision report.

- 1 A – Asian
- 2 B – Black/African American
- 3 H – Hispanic
- 4 O – Other
- 5 W – White/Caucasian
- 6 BLANK – Not stated

(f) SOBRIETY1: Refers to the alcohol portion of the sobriety-drug-physical category as indicated by the officer on the traffic collision report.

- 1 HNBD – Had not been drinking
- 2 HBD-UI – Had been drinking (HBD)-under the influence
- 3 HBD-NUI – Had been drinking-not under the influence
- 4 HBD-UNK – Had been drinking-impairment unknown
- 5 IMP UNK – Impairment unknown
- 6 BLANK – Not stated

(g) SOBRIETY2: Refers to the drug and physical impairment portion of the sobriety-drug-physical category as indicated by the officer on the traffic collision report.

- 1 DRUG – Under drug influence
- 2 PHYS – Physical impairment
- 3 FATG – Sleepy/fatigued
- 4 IMP UNK – Impairment unknown
- 5 BLANK – Not stated

(h) MOVE PRE COLL: Party's movement preceding collision as indicated by the officer on the traffic collision report.

- 1 STOPPED – Stopped
- 2 PROC ST – Proceeding straight
- 3 RAN OFF RD – Ran off road
- 4 RGT TURN – Making right turn
- 5 LFT TURN – Making left turn
- 6 U-TURN – Making U turn
- 7 BACKING – Backing
- 8 SLOWING – Slowing/stopping
- 9 PASSING – Passing other vehicle
- 10 CHANG LN – Changing lanes
- 11 PARKING – Parking maneuver
- 12 ENT TRAF – Entering traffic
- 13 UNS TURN – Other unsafe turning
- 14 OPPOS LN – Crossed into opposing lane
- 15 PARKED – Parked

16 MERGING – Merging

17 WRONG WY – Traveling wrong way

18 OTHER – Other

19 BLANK – Not stated/not applicable

(i) DIR: Party's direction of travel as indicated by the officer on the traffic collision report.

1 N – North

2 S – South

3 E – East

4 W – West

(j) SW VEH: Statewide vehicle type of party's vehicle as indicated by the officer on the traffic collision report (allied agencies) or converted by the SWITRS program from the CHP vehicle type (CHP jurisdiction reports and all agencies using the 07-03 revision of the CHP 555, Traffic Collision Report).

1 A – Passenger car/station wagon

2 B – Passenger car/station wagon with trailer

3 C – Motorcycle/scooter

4 D – Pickup or panel truck

5 E – Pickup or panel truck with trailer

6 F – Truck or truck tractor

7 G – Truck or truck tractor with trailer

8 H – School bus

9 I – Other bus

10 J – Emergency vehicle

11 K – Highway construction equipment

12 L – Bicycle

13 M – Other vehicle

14 N – Pedestrian

15 O – Moped

(k) CHP VEH: First two digits reference vehicle type or towing vehicle type and vehicle type towed is the third and fourth digits of the CHP VEH as indicated by the officer on all CHP jurisdiction reports and all agencies using the 07-03 revision of the CHP 555, Traffic Collision Report.

1 Acceptable entries for vehicle type towing:

- 00 – No CHP vehicle type towing
- 01 – Passenger car
- 02 – Motorcycle
- 03 – Motor-driven cycle (under 15 hp)
- 04 – Bicycle
- 05 – Motorized bicycle/Moped
- 06 – All terrain vehicle (ATV), no motorcycle
- 07 – Sport utility vehicle (SUV) (eff. 6/00)
- 08 – Mini-van (eff. 6/00)
- 09 – Paratransit bus
- 10 – Tour bus
- 11 – Other commercial bus
- 12 – Non-commercial bus
- 13 – School bus without pupil passengers (prior to 2002)
- 13 – School bus public I (eff. 2002)
- 14 – School bus, public I (prior to 2002)
- 14 – School bus, public II (eff. 2002)
- 15 – School bus, public II (prior to 2002)
- 15 – School bus, private I (eff. 2002)
- 16 – School bus, private I (prior to 2002)
- 16 – School bus, private II (eff. 2002)
- 17 – School bus, private II (prior to 2002)
- 17 – School bus, contractual I (eff. 2002)
- 18 – School bus, contractual I (prior to 2002)
- 18 – School bus, contractual II (eff. 2002)
- 19 – School bus, contractual II (prior to 2002)
- 19 – General public paratransit vehicle
- 20 – Public transit authority
- 21 – Two axle tank truck

- 22 – Pickup or panel truck
- 23 – Pickup truck with camper
- 24 – Three or more axle tank truck
- 25 – Truck tractor
- 26 – Two-axle truck
- 27 – Three or more axle truck
- 41 – Ambulance
- 42 – Dune buggy
- 43 – Fire truck
- 44 – Forklift
- 45 – Highway construction equipment
- 46 – Implement of husbandry
- 47 – Motor home 40 feet in length or less (eff. 01/02)
- 47 – Motor home (prior to 01/02)
- 48 – Police car
- 49 – Police motorcycle
- 50 – Mobile equipment
- 51 – Farm labor vehicle (prior to 6/00)
- 51 – Farm labor vehicle-certified (eff. 6/00)
- 52 – Federally legal double cargo combo (over 75 feet)
- 55 – Two axle tow truck
- 56 – Three or more axle tow truck
- 57 – Farm labor vehicle non-certified (eff. 6/00)
- 58 – Farm labor vehicle transporter (eff. 6/00)
- 59 – Motor home over 40 feet (eff. 1/02)
- 61 – School pupil activity bus I (prior to 2002)
- 62 – School pupil activity bus II (prior to 2002)
- 63 – “Youth” bus
- 64 – School pupil activity bus I (eff. 2002)
- 65 – School pupil activity bus II (eff. 2002)
- 66 – School bus without pupil passengers (eff. 2002)
- 71 – Passenger car-hazardous materials only
- 72 – Pickup or panel-hazardous materials only
- 73 – Pickup with camper-hazardous materials only
- 75 – Truck tractor-hazardous materials only
- 76 – Two axle truck-hazardous materials only
- 77 – Three or more axle truck-hazardous materials only
- 78 – Two axle tank truck-hazardous materials only
- 79 – Three or more axle tank truck-hazardous materials only
- 81 – Passenger car-haz waste or combo haz waste & materials
- 82 – Pickup or panel-haz waste or combo haz waste & materials
- 83 – Pickup with camper-haz waste or combo haz waste & materials
- 85 – Truck tractor-haz waste or combo haz waste & materials

- 86 – Two axle truck-haz waste or combo haz waste & materials
- 87 – Three or more axle truck-haz waste or combo haz waste & mat.
- 88 – Two axle tank truck-haz waste or combo haz waste & materials
- 89 – Three or more axle tank truck-haz waste or combo haz waste & mat.
- 94 – Motorized transportation device (eff. 6/00)
- 95 – Misc non-motorized vehicle
- 96 – Misc motorized vehicle
- 97 – Low speed vehicle (eff. 6/00)
- 99 – Hit and run, unknown

2 Acceptable entries for vehicle type towed could be any of the above except 99 or any of the following as indicated by the officer on the traffic collision report:

- 00 – No CHP vehicle type towed
- 28 – Semi-tank trailer
- 29 – Pull-tank trailer
- 30 – Two tank trailer
- 31 – Semi-trailer
- 32 – Pull trailer
- 33 – Two trailers
- 34 – Boat trailer
- 35 – Utility trailer
- 36 – Trailer coach
- 37 – Extra legal permit load
- 38 – Pole, pipe, or logging dolly
- 39 – Three trailers
- 40 – Federally legal semi trailer
- 53 – Fifth wheel travel trailer
- 54 – Container chassis
- 98 – Emergency vehicle on emergency run or in pursuit of violator

(I) VEH MAKE: Vehicle make of each involved party's vehicle as indicated by the officer on the traffic collision report. First five letters of vehicle make are shown. If a dash is shown for VEH MAKE it is:

- 1 Bicycle
- 2 Pedestrian
- 3 Not stated

(m) YEAR: Model year of party's vehicle as indicated by the officer on the traffic collision report.

(n) SP INFO: From special information box as indicated by the officer on the traffic collision report (two items may be indicated).

- 1 A – Hazardous material (first item only)
- 2 B – Cell phone in use (prior to 7-03 revision CHP 555)
- 3 B – Cell phone handheld in use (eff. 7-03 revision CHP 555)
- 4 C – Cell not in use (prior to 7-03 revision CHP 555)
- 5 C – Cell phone handsfree in use (eff. 7-03 revision CHP 555)
- 6 D – Cell phone none/unknown (prior to 7-03 revision CHP 555)
- 7 D – Cell phone not in use (eff. 7-03 revision CHP 555)
- 8 E – School bus related
- 9 F – 75 ft motortruck combo (eff. 7-03 revision CHP 555)
- 10 G – 32 ft trailer combo (eff. 7-03 revision CHP 555)

(o) OAF1 VIOL: First other associated factor indicated for the party by the officer on the traffic collision report. If A is indicated, the violation will also appear.

- 1 A – Section violation
- 2 E – Vision obscurement
- 3 F – Inattention - type of inattention not stated
 - a A – Cell phone handheld (eff. 7-03 rev CHP 555)
 - b B – Cell phone hands free (eff. 7-03 rev CHP 555)
 - c C – Electronic equipment (eff. 7-03 rev CHP 555)
 - d D – Radio/cd (eff. 7-03 rev CHP 555)
 - e E – Smoking (eff. 7-03 rev CHP 555)

- f F – Eating (eff. 7-03 rev CHP 555)
- g G – Children (eff. 7-03 rev CHP 555)
- h H – Animals (eff. 7-03 rev CHP 555)
- i I – Personal hygiene (eff. 7-03 rev CHP 555)
- j J – Reading (eff. 7-03 rev CHP 555)
- k K – Other (eff. 7-03 rev CHP 555)

- 4 G – Stop and go traffic
- 5 H – Entering/leaving ramp
- 6 I – Previous collision
- 7 J – Unfamiliar with road
- 8 K – Defective equipment
- 9 L – Uninvolved vehicle
- 10 M – Other
- 11 N – None apparent
- 12 O – Runaway vehicle
- 13 P – Cell phone (prior to 7-03 revision of CHP 555)
- 14 Q – Electronic equipment (prior to 7-03 revision of CHP 555)
- 15 R – Radio/cd (prior to 7-03 revision of CHP 555)
- 16 S – Smoking (prior to 7-03 revision of CHP 555)
- 17 T – Eating (prior to 7-03 revision of CHP 555)
- 18 U – Children (prior to 7-03 revision of CHP 555)
- 19 V – Animals (prior to 7-03 revision of CHP 555)
- 20 W – Personal hygiene (prior to 7-03 revision of CHP 555)
- 21 X – Reading (prior to 7-03 revision of CHP 555)

22 Y – Other inattention (prior to 7-03 revision of CHP 555)

(p) OAF2: Second other associated factor indicated by the officer on the traffic collision report for the party. If not blank refer to same alpha codes as above in OAF1. A is not acceptable for OAF2.

(q) SAFETY EQUIPMENT: Safety equipment used or not used by party as indicated by the officer on the traffic collision report. Two categories may be indicated by officer (prior to 7-03 revision of CHP 555)

- 1 A – None in vehicle
- 2 B – Unknown
- 3 C – Lap belt used
- 4 D – Lap belt not used
- 5 E – Shoulder harness used
- 6 F – Shoulder harness not used
- 7 G – Lap/shoulder harness used
- 8 H – Lap/shoulder harness not used
- 9 J – Passive restraint used
- 10 K – Passive restraint not used
- 11 L – Air bag deployed
- 12 M – Air bag not deployed
- 13 N – Other
- 14 P – Not required
- 15 Q – Child restraint in vehicle used
- 16 R – Child restraint in vehicle not used
- 17 S – Child restraint in vehicle use unknown
- 18 T – Child restraint in vehicle improper use

- 19 U – Child restraint none in vehicle
- 20 V – Driver of motorcycle or bicycle not using helmet
- 21 W – Driver of motorcycle or bicycle using helmet
- 22 X – Passenger on motorcycle or bicycle not using helmet
- 23 Y – Passenger on motorcycle or bicycle using helmet

NOTE: Effective with the revision 7-03 of the CHP 555, the first safety equipment field on the form was renamed AIR BAG, which is meant to be used solely for air bag information. It will retain the name Safety Equipment on the SWITRS reports.

(r) AIR BAG: Indicates whether air bag deployed during collision.

- 1 L – Air bag deployed
- 2 M – Air bag not deployed

(s) SAFETY EQUIPMENT: Refer to SAFETY EQUIPMENT above for description of entries.

(2) Description of victim data: Each victim is listed on a separate line to the right of the party the victim is associated with.

(a) ROLE: Victim classification as indicated by the officer as “injured was” on the traffic collision report.

- 1 DRVR – Driver
- 2 PASS – Passenger
- 3 PED – Pedestrian
- 4 BICY – Bicyclist (does not include passenger on a bicycle)
- 5 OTHR – Other

(b) EXT OF INJ: Extent of injury for each victim as indicated by the officer on the traffic collision report.

- 1 KILLED – Killed
- 2 SEVERE – Severe injury

- 3 OTH VIS – Other visible injury
- 4 COMP PN – Complaint of pain
- 5 BLANK – Not injured (non-injured passengers)

(c) AGE: Age of victim as indicated by the officer on the traffic collision report.

- 1 0-125
- 2 998 – Not stated or unknown
- 3 999 – Fatal fetus (entered during the data entry process to identify an unborn fetus whose death was attributed to the collision by the coroner).

(d) SEX: Sex of victim as indicated by the officer on the traffic collision report.

- 1 M – Male
- 2 F – Female
- 3 BLANK – Not stated

(e) SEAT POS: Seating position of victims as indicated by the officer on the traffic collision report.

- 1 1 – Driver
- 2 2 to 6 – Passengers
- 3 7 – Station wagon rear
- 4 8 – Rear occupant of truck or van
- 5 9 – Position unknown (default)
- 6 0 – Other

(f) SAFETY EQUIP: Safety equipment used or not used by victim as indicated by the officer on the traffic collision report. Two categories may be indicated by officer (prior to 7-03 revision of CHP 555).

- 1 A – None in vehicle

- 2 B – Unknown
- 3 C – Lap belt used
- 4 D – Lap belt not used
- 5 E – Shoulder harness used
- 6 F – Shoulder harness not used
- 7 G – Lap/shoulder harness used
- 8 H – Lap/shoulder harness not used
- 9 J – Passive restraint used
- 10 K – Passive restraint not used
- 11 L – Air bag deployed
- 12 M – Air bag not deployed
- 13 N – Other
- 14 P – Not required
- 15 Q – Child restraint in vehicle used
- 16 R – Child restraint in vehicle not used
- 17 S – Child restraint in vehicle use unknown
- 18 T – Child restraint in vehicle improper use
- 19 U – Child restraint none in vehicle
- 20 V – Driver of motorcycle or bicycle not using helmet
- 21 W – Driver of motorcycle or bicycle using helmet
- 22 X – Passenger on motorcycle or bicycle not using helmet
- 23 Y – Passenger on motorcycle or bicycle using helmet

NOTE: Effective with the revision 7-03 of the CHP 555, the first safety equipment field on the form was renamed AIR BAG, which is meant to

be used solely for air bag information. It will retain the name Safety Equipment on the SWITRS reports.

(g) AIR BAG: Indicates whether air bag deployed during collision.

1 L – Air bag deployed

2 M – Air bag not deployed

(h) SAFETY EQUIPMENT: Refer to SAFETY EQUIPMENT above for description of entries.

(i) EJECTED: Victim ejected from vehicle category.

1 0 – Not ejected

2 1 – Fully ejected

3 2 – Partially ejected

4 3 – Unknown (default)

g. This report can be used to locate areas where pedestrian collisions frequently occur. For example:

(1) By checking day and time of day with location and age, a “suggested route to school” program can be developed to reduce school children collisions. A check of victim age and party-at-fault categories may show a need for school age and/or elderly citizen education programs. In beach towns, pedestrian collisions in the 16-25 year group may need additional enforcement, such as letters to parents (under 18) or more citations (18 or older).

(2) A cross-check of parties at fault with their sobriety classification may indicate a need for action against intoxicated pedestrians. A group of HBD classifications may isolate a particular area where drinking pedestrians are a problem.

8. REPORT 7 – BICYCLE INVOLVED COLLISIONS.

a. Report 7 presents the details of collisions involving bicyclists. The entry of each collision contains up to 42 collision data items, 17 party data items, and 7 victim data items, the same as Reports 6 and 8.

Cumulative Report 7

| Report run on: 9/5/2003 | | Report 7 - Bicycle Involved Collisions | | | | | | | | | | Case Listing | | | | | | | |
|--------------------------|-----------------|--|---------|------------|-----------|--------------|-------------|----------------|------------------|------------|--------------|--------------|--------------|-----------------|-------------------|--------------|------------|-------------|-----|
| Total Count: 11 | | Quarterly 01/01/2003 thru 06/30/2003 / Jurisdiction 5704 / Location 5704 West Sacramento | | | | | | | | | | Page 1 | | | | | | | |
| Primary Rd | FREMONT BL | Distance (ft) | 10 | Direction | W | Secondary Rd | KEGLE DR | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 001 | Type | SIDESWIPE | Severity | PDO | Badge | 00133 | Collision Date | 20030325 | Time | 1420 | Day | TUE |
| Primary Collision Factor | WRONG SIDE | Weather1 | CLEAR | Weather2 | | Violation | 216501 | Collision Type | ROWY SURFACE DRY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 0 | Tow Away? | N |
| Hit and Run | MSDMNR | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | FNCTNG | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030617 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 11 | M | H | IMP UNK | IMP UNK | LFT TURN | E | L | 0000 | | 2000 | | M | | | | | |
| 2 | DRVR | 58 | M | W | H | H | SLOWING | E | A | 0000 | CHEVR | 2002 | | C | M | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 11 | M | H | IMP UNK | IMP UNK | LFT TURN | E | L | 0000 | | 2000 | | M | | | | | |
| 2 | DRVR | 20 | M | W | H | H | SLOWING | E | A | 0000 | TOYOT | 2003 | | N | | | | | |
| Primary Rd | HOBSON AV | Distance (ft) | 1 | Direction | N | Secondary Rd | YOLO ST | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 001 | Type | BROADSIDE | Severity | PDO | Badge | 113 | Collision Date | 20030321 | Time | 1700 | Day | FRI |
| Primary Collision Factor | WRONG SIDE | Weather1 | CLEAR | Weather2 | | Violation | 216501 | Collision Type | ROWY SURFACE DRY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 0 | Tow Away? | N |
| Hit and Run | | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | NT PRS/FCTR | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030604 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 11 | M | H | IMP UNK | IMP UNK | LFT TURN | E | L | 0000 | | 2000 | | M | | | | | |
| 2 | DRVR | 20 | M | W | H | H | SLOWING | E | A | 0000 | TOYOT | 2003 | | N | | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | DRVR | 39 | F | A | H | H | LFT TURN | E | L | 0000 | BMW | 2002 | | N | | | | | |
| 2 | BICY | 43 | M | W | H | H | PROC ST | E | L | 0000 | | | | N | | | | | |
| Primary Rd | INDUSTRIAL BL | Distance (ft) | 1056 | Direction | E | Secondary Rd | OVERLAND CT | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 002 | Type | BROADSIDE | Severity | INJURY | Badge | 00148 | Collision Date | 20030102 | Time | 1607 | Day | THU |
| Primary Collision Factor | R-O-W AUTO | Weather1 | CLOUDY | Weather2 | | Violation | 21801A | Collision Type | OTHER | Severity | INJURY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 1 |
| Hit and Run | | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | NT PRS/FCTR | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030612 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | DRVR | 20 | M | W | H | H | LFT TURN | E | L | 0000 | | 2000 | | N | | | | | |
| 2 | BICY | 43 | M | W | H | H | PROC ST | E | L | 0000 | | | | N | | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 9 | M | O | H | H | ENT TRAF | E | L | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | E | L | 0000 | FORD | 1988 | | C | N | | | | |
| Primary Rd | MAPLE ST | Distance (ft) | 114 | Direction | N | Secondary Rd | MICHIGAN BL | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 002 | Type | BROADSIDE | Severity | INJURY | Badge | 00114 | Collision Date | 20030514 | Time | 1732 | Day | WED |
| Primary Collision Factor | R-O-W AUTO | Weather1 | CLEAR | Weather2 | | Violation | 21804A | Collision Type | BROADSIDE | Severity | INJURY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 1 |
| Hit and Run | | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | NT PRS/FCTR | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030805 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 9 | M | O | H | H | ENT TRAF | E | L | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | E | L | 0000 | | | | N | | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 9 | M | O | H | H | ENT TRAF | E | L | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | E | L | 0000 | NISSA | 2003 | | C | N | | | | |
| Primary Rd | SACRAMENTO AV | Distance (ft) | 1 | Direction | N | Secondary Rd | SUNSET AV | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 001 | Type | BROADSIDE | Severity | INJURY | Badge | 00542 | Collision Date | 20030519 | Time | 1820 | Day | MON |
| Primary Collision Factor | WRONG SIDE | Weather1 | CLEAR | Weather2 | | Violation | 21850 | Collision Type | BROADSIDE | Severity | INJURY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 1 |
| Hit and Run | | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | FNCTNG | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030819 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 12 | M | H | H | H | PROC ST | E | L | 0000 | | | | N | | | | | |
| 2 | DRVR | 30 | F | W | H | H | SLOWING | S | A | 0000 | | | | N | | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 12 | M | H | H | H | PROC ST | E | L | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | S | A | 0000 | TOYOT | 1991 | | D | N | | | | |
| Primary Rd | HOBSON AV | Distance (ft) | 100 | Direction | N | Secondary Rd | HOBSON AV | NCIC | 5704 | State Hwy? | N | Route | | Postmile Prefix | | Postmile | | Side of Hwy | |
| City | West Sacramento | County | Yolo | Population | 4 | Rpt Dist | BEAT 001 | Type | BROADSIDE | Severity | INJURY | Badge | 00117 | Collision Date | 20030521 | Time | 2004 | Day | WED |
| Primary Collision Factor | R-O-W AUTO | Weather1 | CLEAR | Weather2 | | Violation | 21801A | Collision Type | BROADSIDE | Severity | INJURY | Rdwy Cond1 | NO UNUSL CND | Rdwy Cond2 | | # Killed | 0 | # Injured | 0 |
| Hit and Run | | Motor Veh Involved With | BICYCLE | Lighting | DAYLIGHT | Ped Action | | Cntrl Dev | FNCTNG | Loc Type | | Ramp/Int | | Spec Cond | 0 | Process Date | 20030814 | | |
| PARTY INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 8 | M | W | H | H | LFT TURN | N | A | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | S | A | 0000 | TOYOT | 1991 | | D | N | | | | |
| VICTIM INFO | | | | | | | | | | | | | | | | | | | |
| Party Type | Age | Sex | Race | Sobriety1 | Sobriety2 | Move | Pre Coll | Dir | SW Veh | CHP Veh | Veh Make | Year | Sp Info | OAF1 Viol | OAF2 Safety Equip | Role | Ext of Inj | Age | Sex |
| 1F | BICY | 8 | M | W | H | H | LFT TURN | N | A | 0000 | | | | N | | | | | |
| 2 | DRVR | 44 | M | W | H | H | PROC ST | S | A | 0000 | TOYOT | 1991 | | D | N | | | | |

b. This report presents all bicycle collisions occurring on the highway including bicyclist vs. moving vehicle, solo bicycles, bicycle vs. object, bicycle vs. bicycle, bicycle vs. pedestrian, and bicycle vs. parked vehicle.

c. Collisions listed on Report 7 are printed in alphabetical order by their primary location. Numbered streets appear before those with alphabetical names. Street numbers spelled out on the collision report are printed in numerical order, for example, both Second and 2nd are printed 2nd.

d. When reports of collisions which occur on a particular street consistently use identical spelling for that street name, all collision data will appear together on the report. For example, the primary location of Brea Street should contain all collisions which occurred along Brea Street. If this primary collision is written as "Brea," "Brea Ave.," "S. Brea," and "N. Brea," the collision data will appear in different places on the report.

e. State highway locations are referred to as RT (route) plus the highway number. For example, SR 90, I 5, and US 101 will be shown as RT 90, RT 5, and RT 101. RT is used for consistency and standardization, and because there are no duplications in the highway numbers.

f. This report contains data for year-to-date. The dates included in the title of the report show the reporting period.

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ANNEX A

DISCOVERER TABLE

#301478 Vehicle Occupant Safety Equipment Usage of Victims Killed and Injured between Ages 0 and 20 Statewide

Available 2nd and 3rd Quarters, April through September, 2003

24-OCT-03

| Age | Collision Quarter 2 | | | | | | Collision Quarter 3 | | | | | |
|--------|-------------------------|---------|-------------------|---------|-----------------------|---------|-------------------------|---------|-------------------|---------|-----------------------|---------|
| | Total Vehicle Occupants | | Safety Equip Used | | Safety Equip Not Used | | Total Vehicle Occupants | | Safety Equip Used | | Safety Equip Not Used | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| 0 | 7 | 90 | 3 | 75 | 4 | 15 | 6 | 52 | 2 | 42 | 4 | 10 |
| 1 | 2 | 182 | 1 | 150 | 1 | 32 | 1 | 62 | 1 | 51 | 0 | 11 |
| 2 | 2 | 214 | 0 | 170 | 2 | 44 | 1 | 86 | 1 | 68 | 0 | 18 |
| 3 | 2 | 251 | 0 | 209 | 2 | 42 | 2 | 107 | 0 | 88 | 2 | 19 |
| 4 | 1 | 314 | 1 | 259 | 0 | 55 | 2 | 99 | 0 | 81 | 2 | 18 |
| 5 | 0 | 318 | 0 | 261 | 0 | 57 | 5 | 108 | 0 | 83 | 5 | 25 |
| 6 | 2 | 347 | 0 | 305 | 2 | 42 | 2 | 143 | 1 | 118 | 1 | 25 |
| 7 | 1 | 343 | 1 | 307 | 0 | 36 | | 147 | | 130 | | 17 |
| 8 | 3 | 359 | 3 | 314 | 0 | 45 | 2 | 176 | 0 | 155 | 2 | 21 |
| 9 | 5 | 357 | 3 | 315 | 2 | 42 | 1 | 171 | 0 | 152 | 1 | 19 |
| 10 | | 410 | | 357 | | 53 | 1 | 191 | 0 | 176 | 1 | 15 |
| 11 | 4 | 368 | 3 | 328 | 1 | 40 | 1 | 180 | 1 | 157 | 0 | 23 |
| 12 | 2 | 439 | 1 | 380 | 1 | 59 | 2 | 197 | 1 | 166 | 1 | 31 |
| 13 | 2 | 471 | 1 | 403 | 1 | 68 | 4 | 209 | 0 | 184 | 4 | 25 |
| 14 | 2 | 565 | 1 | 481 | 1 | 84 | 6 | 234 | 3 | 201 | 3 | 33 |
| 15 | 4 | 672 | 0 | 575 | 4 | 97 | 3 | 285 | 0 | 242 | 3 | 43 |
| 16 | 11 | 1,337 | 7 | 1,170 | 4 | 167 | 6 | 527 | 1 | 468 | 5 | 59 |
| 17 | 19 | 1,847 | 14 | 1,649 | 5 | 198 | 12 | 775 | 7 | 681 | 5 | 94 |
| 18 | 30 | 2,452 | 16 | 2,183 | 14 | 269 | 6 | 999 | 3 | 867 | 3 | 132 |
| 19 | 32 | 2,309 | 22 | 2,054 | 10 | 255 | 18 | 968 | 12 | 853 | 6 | 115 |
| 20 | 25 | 2,130 | 10 | 1,885 | 15 | 245 | 14 | 926 | 7 | 825 | 7 | 101 |
| TOTALS | 156 | 15,775 | 87 | 13,830 | 69 | 1,945 | 95 | 6,642 | 40 | 5,788 | 55 | 854 |

