

Crash Data Definitions

Crash Data Summary Reports are based on data from the Maryland State Police Automated Crash Reporting System (ACRS), and as processed by the MDOT-State Highway Administration.

For each crash definition labeled to include the word 'related,' the total number of persons in a crash with a driver exhibiting a particular behavior are included. For example, the number of older-driver related fatalities includes all those killed in a crash that involved a driver 65 or older. It is not a summary of drivers ages 65 or older killed in motor vehicle crashes.

- **Traffic Fatality** – A person who dies due to injuries sustained in motor vehicle crash (within 30 days of that incident) on Maryland roadways (also per *American National Standard ANSI D.16*). Maryland crash data does not include fatalities occurring on private roads, some areas in parking lots, and if a driver is determined to have suffered a medical event prior to the crash, to name a few exemptions. Refer to ANSI D.16 and the Maryland State Police for additional details on crash record policies and procedures.
- **Serious Injury**: Defined as injury severity 04, based on the KABCO scale, as determined by law enforcement.
- **Impaired Driving Crash (Driver Involved Alcohol and/or Drugs)** (Post-2015, ACRS) – At least one driver in the crash was reported to be under the influence of alcohol and/or drugs. (Please note that this number includes drug impairment and will not match alcohol-impaired fatality figures provided by NHTSA FARS. FARS also includes imputation to account for missing/unknown data.) Impairment is determined through the driver condition, blood alcohol content, substance use detected, and contributing factor fields on the Maryland crash report. A driver in a crash is considered impaired if the report indicates:
 - person condition of 'had been drinking', 'using drugs', or 'influenced by medications and/or drugs and/or alcohol'; or
 - blood alcohol concentration (BAC) between .01 and .50; or
 - substance use of 'alcohol contributed', 'illegal drugs contributed', 'medication contributed', or 'combination contributed'; or
 - contributing circumstance of 'under the influence of drugs', 'under the influence of alcohol', 'under the influence of medication', or 'under combined influence'.
- **Pedestrian on Foot** – A person involved in a crash and reported as a pedestrian using the 'pedestrian' (01 only) non-motorist type. **Note:** On crash summary reports, unless noted, non-motorist summaries include all ACRS non-motorist types.
- **Bicyclist/Pedalcyclist** – A person involved in a crash and reported as a bicyclist or pedalcyclist (using the non-motorist types 'bicyclist' and 'other pedalcyclist').

- **Unbelted Occupant** – Persons involved in a crash that were reported to be drivers or passengers of a motor vehicle (not a motorcycle or moped) and had the following safety equipment use attribute: none.
- **Distracted Driving Crash** (Post-2015, ACRS) – At least one driver in the crash was reported to be distracted, defined by having values of either ‘failure to give full time and attention’ or ‘cell phone in use’ or ‘inattentive’ in the contributing circumstance field, or any of the following values in the driver distracted by field: looked but did not see; other electronic device (tablet, GPS, MP3 player, etc.); by other occupants; by moving object in vehicle; talking or listening on cellular phone; dialing cellular phone; adjusting audio and/or climate controls; using other device controls integral to vehicle; using device/object brought into vehicle (non-electronic); distracted by outside person, object, or event; eating or drinking; smoking related; other cellular phone related; lost in thought; or texting from a cellular phone.
- **Older/Mature Driver (Age 65+) Crashes** – At least one driver in the crash was reported to be between the ages of 65 and 110.
- **Young Driver (Age 16-20)** – At least one driver in the crash was reported to be between the ages of 16 and 20.
- **Motorcycle-involved Crashes** – Crashes involving at least one motorcycle, defined as a ‘motorcycle’ in the vehicle body type field.
- **Aggressive Driver Crashes** (Post-2015) – A crash in which a driver has one of the following values in both the first and second contributing circumstance fields of the Maryland crash report: failed to yield right of way; failed to obey stop sign; failed to obey traffic signal; failed to obey other traffic control; failed to keep right of center; failed to stop for school bus; exceeded speed limit; too fast for conditions; followed too closely; improper lane change; improper passing; failure to obey traffic signs, signals, or officer; disregarded other road markings; other improper action; or operated motor vehicle in erratic/reckless manner.
- **Speed-involved Crashes** – At least one driver in the crash was reported to be speeding, defined by having values of either ‘exceeded speed limit’ or ‘too fast for conditions’ in the first or second contributing circumstance fields.
- **Route Type**

Route types were established in Maryland State Police’s Maryland Automated Accident Reporting System (MAARS) and continued into ACRS. They are based on SHA’s roadway inventory, or logmile referencing system. Additional information about route types and

road classifications can be found through the State Highway Administration's online resources: <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=832>

- IS = Interstate
- US = US Highway
- MD = Maryland State Highway
- CO = County
- MU = Municipal. A road maintained by a town or city, whereas a CO road is maintained by a county agency.
- GV = Government Road
- SR = Service Road
- OP = Other Public Road
- Balto. City CY = This was discontinued with ACRS. Baltimore City maintains its own roads and the crash data summary template was developed by SHA with summaries separate for Baltimore City. All crashes now include longitude and latitude location reference points. Baltimore City roads are now summarized as MU, unless the crash occurred on a state-maintained road within City limits (e.g., IS 95).
- Parking Lots = Generally speaking, most of the parking lot area is not considered a public trafficway (see the definition of a trafficway, with the parking lot exclusion: [ANSI D16](#) standards) and ACRS reports are usually completed only for crashes on public roads; however, for non-injury crash report collection, there is no state standard and local law enforcement policies vary.
- Unknown = The crash data summary report route type summary is based on the logmile referencing system from SHA. An unknown road is generally a road not found in SHA's inventory at the time of the crash investigation (or not available in ACRS due to delayed inventory updates); however, GPS coordinates (longitude/latitude) are captured for each crash. Geospatial analysis of crashes has fewer unknowns. The ACRS system includes a supervisor review screen and the location of the crash is an attribute local law enforcement supervisors are prompted to check.

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