



ODOT Crash Data Disclaimers

General Crash Data Disclaimer

Disclaimer: ODOT crash data is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented, nor can we assure that all details pertaining to a single crash are accurate.

Data Usage and Interpretation Disclaimer

ODOT Crash Data Technicians follow complex rules and guidelines to determine crash location and other details entered into the Crash Data System. The "Motor Vehicle Traffic Crash Coding and Analysis" manual is available on the Crash Analysis and Reporting Unit's web page at: http://www.oregon.gov/ODOT/TD/TDATA/pages/car/car_publications.aspx

Re-Release of ODOT Crash Data

The ODOT Crash Analysis and Reporting Unit releases crash data to local and federal governments, private consultants and engineering firms, universities, law enforcement agencies and the public. As a result of this data sharing, ODOT makes no guarantee, and expressly disclaims liability, regarding the content, usage, and interpretation of crash data re-released by our customers.

Availability of Spatial Crash Data

Spatial data (latitude, longitude) for all public roads are not available for years prior to 2007. However, ODOT's linear referencing system (LRS) allows crashes on ODOT-maintained state highways to be geo-referenced for all years for which data is available from the crash data file.

Vehicle-vs-Animal

Some collisions with large animals are very serious and reported. However, a majority of crashes with animals are under-reported to DMV due to lower damage to vehicle and no injury to a person. These factors limit their representation in the State Crash Data Database.

Citizen Driver Self-Reporting Considerations

Oregon is an accident self-reporting state by statute. This means not all crashes are attended by law enforcement. Local and state law enforcement agencies do not have enough resources to cover all crashes, nor are they required by law to do so. Officers strive to attend all fatal, serious injury and major crashes that block traffic ways and create unsafe circumstances for other drivers. At this time approximately 50% of crash report cases received, include a police crash report and information from that report is included in the data. Due to the nature of driver self-reporting, some contributing causes, locations, and driver issues will be under-reported. Examples are crashes involving:

- Cell phone use / texting / handheld devices
- Distraction
- Alcohol and /or drugs
- Bicycle vs. vehicle collisions that require no medical transport or emergency response
- Hit-and-run crashes with parked vehicles or fixed objects, because there is no driver information available for DMV to assign the crash to a driver record
- Driver license status
- Crashes in rural parts of the state

Periodic Changes to State Reporting Requirements Impact ODOT's Crash Data File

Changes to the Oregon Revised Statutes that affect the reporting threshold for submitting traffic crash reports to DMV directly impact the Crash Data file. This may result in a significant difference in the number of crash reports received for analysis and entry into ODOT's Crash Data System for the year following the change, until the change in the law becomes well known. Statistically significant reductions or increases in annual crash data may result. The Crash Analysis and Reporting Unit recommends that users refer to the Oregon Revised Statutes and their effective dates, when analyzing crash data for significant changes.

Prior to 09/01/1997, legally reportable motor vehicle traffic crashes were those involving death, bodily injury, or damage to personal property in excess of \$500. The threshold for damage to personal property increased to \$1,000 for crashes that occurred between 9/01/1997 and 12/31/2003.

As of 01/01/2004, drivers are required to file an Accident and Insurance Report Form with DMV within 72 hours of a crash, when:

- damage to the driver's vehicle is over \$1,500;
- damage to any vehicle is over \$1,500 and any vehicle is towed from the scene as a result of damage from the accident;
- if injury or death resulted from the accident; or
- if damage to any one person's property other than a vehicle involved in the accident is over \$1,500.

As of 01/01/2018, the above limits are \$2,500.

For more information on filing requirements, please contact DMV www.oregon.gov/odot/dmv.

Effective for 2011 Data

A higher number of crashes may be reported for 2011 and later years compared to earlier years. This is not due to an actual increase in crashes. The higher numbers result, in part, from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to include previously unavailable, non-fatal crash reports to the annual data file. Please keep this change in mind when comparing pre-2011 crash statistics.

Effective for 2015 Data

The option of "property damage only" (PDO) was discontinued as a "crash severity" option for *Pedestrian or Pedalcyclist-Involved* motor vehicle crashes. The decision to include bicycle and pedestrian collisions with motor vehicles, as at least a "possible injury" is based on the circumstance that provide bicyclists and pedestrians no legal reporting requirement or option when involved in crashes with motor vehicles. As vulnerable road users, it was determined that collisions with motor vehicles must result in at least a "possible injury" despite the lack of formal input from the non-motor vehicular participants. Expect data for this injury category to increase.

Effective for 2016 Data

“Property damage only” (PDO) crash data collection was reduced for vehicles and participants. This decision was made to meet customer demands to expedite completion of annual data files. PDO Crash level data is coded in its entirety. PDO Vehicle data is limited to two vehicles, and to these data elements: Vehicle Type, Movement, Action and Safety Equipment Counts. PDO Participant records are limited to the first two drivers, and to their BAC, Alcohol, Drug, and Marijuana Use. The remaining vehicle and participant fields are populated with default or “unknown” codes. Please keep this change in mind when comparing pre-2016 PDO vehicle and participant data.

“Recreational marijuana” use was legalized July 2016 in Oregon. Available information from police reporting on this element will be included in the 2016 data.

Historic Crash Data Considerations

The Crash Data System (CDS) currently contains 124 fields. Despite data conversion efforts, the CDS as it exists now is different from the versions that existed in 1985, 1995, 2001, and 2007. Because database expansion, conversion, and enhancements occur on an ongoing basis, data for recent years is not always comparable to data from many years prior. Consider also that the physical road network across the state changes annually in many areas due to construction, jurisdictional transfers, and natural events such as landslides that require re-routing of a highway. Legislation and national safety hot topics may influence the data that is collected. For these reasons, care must be taken when analyzing historic data.