

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
AmbulanceReq	Whether an ambulance was requested	
BikeAge	The age of person involved in a crash, calculated from date of birth (DOB). If DOB not available, the approximate age.	Source: DMV 349 Form, Block 24
BikeAgeGrp	Bicyclist age in 5 year groups (0-5, 6-10, etc.)	Source: Age groups are coded by UNC Highway Safety Research Center staff from PedAge
BikeAlcDrg	Investigating police officer's assessment of whether alcohol or other drugs were used by the non-motorist.	Source: Refer to block 37 on DMV-349 Form.
	0 No	
	1 Yes - Alcohol, Impairment Suspected	
	2 Yes - Alcohol, No Impairment Detected	
	3 Yes - Other Drugs, Impairment Suspected	
	4 Yes - Other Drugs, No Impairment Detected	
	5 Yes - Alcohol And Other Drugs, Impairment Suspected	
	6 Yes - Alcohol And Other Drugs, No Impairment Detected	
	7 Unknown	
	Missing	
BikeAlcFlg	Binary field: alcohol use either suspected or detected	Source: Refer to block 37 on DMV-349 Form. This variable is an indicator of whether or not bicyclist alcohol use (regardless of other drugs use) was suspected or detected. The codes are derived from block 37 on DMV-349 Form. See the definitions in PedAlcDrg.
	0, 3, 4 No	
	1,2,5,6 Yes	
	7, blank Unknown / missing	
BikeDir	The direction or a bicyclist's normal, general travel on the roadway before the crash.	Source: Coded by UNC Highway Safety Research Center staff using PBCAT software, an open-source crash typing software sponsored by the Federal Highway Administration. ( <a href="http://www.pedbikeinfo.org/pbcats/">http://www.pedbikeinfo.org/pbcats/</a> )
	1 With traffic	
	2 Facing traffic	
	3 Not applicable (e.g., exiting a driveway, parking lot, or other nonroadway area)	
	9 Unknown	

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Field	Description	Source comments
BikeInjury	The most severe level of injury of the most severely injured bicyclist involved in the crash.	Source: DMV 349 Form, Block 32. Definitions of injury categories A, B, and C changed May 27, 2016. (Previous changes have also been made prior to 2010.) These changes in definitions can affect the frequency distributions of injury categories. In practice, the changes in definitions may be phased in over a period of time across the state.

1	K: Killed	Deaths (which must occur within 12 months after the crash) resulting from injuries sustained in a specific road vehicle crash.
2	A: Suspected Serious Injury	<p>Changed from 'Disabling Injury' in 2016.</p> <p>Suspected Serious Injury (A) (definition as of May 2016):</p> <p>A suspected serious injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> <li>-Severe laceration resulting in exposure of underlying tissues/ muscle/ organs or resulting in significant loss of blood.</li> <li>-Broken or distorted extremity (arm or leg)</li> <li>-Crush injuries</li> <li>-Suspected skull, chest or abdominal injury other than bruises or minor lacerations</li> <li>-Significant burns (second and third degree burns over 10% or more of the body)</li> <li>-Unconsciousness when taken from the crash scene</li> <li>-Paralysis</li> </ul> <p>(Source: DMV 349 Instruction Manual)</p>
3	B: Suspected Minor Injury	Suspected Minor Injury (B): A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle). (Source: DMV 349 Instruction Manual)
4	C: Possible Injury	Possible Injury (C): A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or indicated by his/her behavior, but no wounds or injuries are readily evident. (Source: DMV 349 Instruction Manual)
5	O: No Injury	
7	Unknown Injury	

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Field	Description	Source comments
BikePos	This data element identifies the position/location of the pedestrian or bicyclist with respect to the trafficway facility type when struck.	Source: Coded by UNC Highway Safety Research Center staff using PBCAT software, an open-source crash typing software sponsored by the Federal Highway Administration. ( <a href="http://www.pedbikeinfo.org/pbcat_us/">http://www.pedbikeinfo.org/pbcat_us/</a> )
1	Travel Lane	On a roadway, in a shared travel lane
2	Bike Lane/Paved Shoulder	On a roadway, in a bicycle lane or on a paved shoulder
3	Sidewalk/Crosswalk/Driveway Crossing	On a sidewalk, crosswalk, or driveway crossing
4	Driveway/Alley	On a separate bicycle/multi-use path
5	Multi-use Path	On a driveway or alley
6	Nonroadway	Other nonroadway areas (parking lot, open areas, etc.)
9	Unknown	Unknown
8	Other	Other (e.g., unpaved shoulder, worn path, etc.)
BikeRace	The ethnic affiliation of person involved in a crash.	Source: Refer to block 25 on DMV-349 Form.
1	White	
2	Black	
3	American Indian	
4	Hispanic	
5	Asian	
6	Other	
7	Unknown	
BikeSex	The sex of person involved in a crash.	Source: DMV-349 Form, Block 26.
1	Male	
2	Female	
4	Unknown	
BikeUnitNo	The number assigned to each bicyclist	Source: DMV-349 Form - Unit numbers are assigned on to each motor vehicle, pedestrian, bicyclist, or other unit involved in the crash, and are used to match the bicyclist characteristics to each bicyclist.
City	The city or town in which a crash occurred	Source: Refer to city block on DMV-349 Form. If the crash did not occur inside the bounds of a municipality, the value defaults to "None - Rural Crash."
County	The county in which a crash occurred.	Source: Refer to county block on DMV-349 Form. Attribute: The full Name of the Municipality is recorded on the DMV-349. Up to twenty-two positions of the Name are entered into an automated file. If a municipality is not on the list, the coding changes to a Rural report and only the County code is used.

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
CrashAlcohol	Binary field: alcohol use either suspected or detected by at least one party in the crash	Source: Refer to block 37 on DMV-349 Form. This variable is an indicator of whether or not alcohol (regardless of other drugs use) was suspected or detected by any of the parties in the crash. The codes are derived from block 37 on DMV-349 Form (see the definitions in DrvrAlcDrg variable)

N	No
Y	Yes
7, blank	Unknown / missing

CrashDate	The date (month, day and year) at which the crash occurred.	Source: Refer to crash date on DMV-349 Form.
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CrashDay	The day of the week on which a crash occurred.	Source: Derived from the Crash Date (C3).
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1	Monday
2	Tuesday
3	Wednesday
4	Thursday
5	Friday
6	Saturday
7	Sunday

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
CrashGrp	This data element provides general groupings of the more specific individual Pedestrian or Bicyclist Crash Types.	Source: Coded by UNC Highway Safety Research Center staff using PBCAT software, an open-source crash typing software sponsored by the Federal Highway Administration. ( <a href="http://www.pedbikeinfo.org/pbcats_us/">http://www.pedbikeinfo.org/pbcats_us/</a> )
110	Loss of Control/Turning Error	Either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator. Note: Includes loss of control due to mechanical problems or operator error, or turning errors such as traveling into the opposing lane.
140	Motorist Failed to Yield—Sign-Controlled Intersection	The motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the sign or did not properly yield right-of-way to the bicyclist. Note: Crashes at traffic circles or roundabouts with yield control are included here.
145	Bicyclist Failed to Yield—Sign-Controlled Intersection	The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist. Note: Crashes at traffic circles or roundabouts with yield control are included here.
150	Motorist Failed to Yield—Signalized Intersection	The motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the signal or did not properly yield right-of-way to the bicyclist.
158	Bicyclist Failed to Yield—Signalized Intersection	The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the signal or did not properly yield right-of-way to the motorist.
190	Crossing Paths—Other Circumstances	The bicyclist and motorist were on initial crossing paths, but the crash cannot be further classified.
210	Motorist Left Turn/Merge	The motorist made a left turn or merge into the path of a bicyclist traveling in the same or opposite direction.
215	Motorist Right Turn/Merge	The motorist made a right turn or merge into the path of a bicyclist traveling in the same or opposite direction.
219	Parking/Bus-Related	The bicyclist was struck by a motorist entering or exiting a parking space or by a bus or delivery vehicle pulling into or away from the curb.
220	Bicyclist Left Turn/Merge	The bicyclist made a left turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
225	Bicyclist Right Turn/Merge	The bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
230	Motorist Overtaking Bicyclist	The motorist was overtaking the bicyclist at the time of the crash.
240	Bicyclist Overtaking Motorist	The bicyclist was overtaking the motorist at the time of the crash. Note: This group includes crashes involving bicyclists striking parked cars or extended doors.
258	Head-On	Either operator was going the wrong way, and the two parties collided head-on.
290	Parallel Paths—Other Circumstances	The bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.
310	Bicyclist Failed to Yield—Midblock	The bicyclist rode into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the motorist.

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
320	Motorist Failed to Yield—Midblock	The motorist drove across the sidewalk or into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the bicyclist.
600	Backing Vehicle	The motorist was backing up at the time the crash occurred.
850	Other/Unusual Circumstances	There were unusual circumstances surrounding the crash, but the crash cannot be further classified.
910	Nonroadway	The crash occurred off the road network such as in a parking lot, driveway, on a multi-use path separated from the road right-of-way, in an open grassy area or yard, etc.
990	Other/Unknown—Insufficient Details	There is insufficient information to determine where the crash occurred.
CrashGrpNum	Numeric code version of variable CrashGrp	
CrashHour	The hour in which a crash occurred.	Source: Refer to crash date on DMV-349 Form.
CrashID	A unique number assigned to the Crash Report by NC DMV.	Source: Refer to crash ID Number on DMV-349 Form. Attribute: 9-digit sequential number Rationale: This number, assigned by the DMV Traffic Records Section, facilitates the linkage of crash file sub-components, such as location and unit information with control information, as well as linkage of the traffic records sub-files back to the crash data file.
CrashLoc	This data element describes the location type of the crash in terms of the roadway or intersection.	Source: Coded by UNC Highway Safety Research Center staff using PBCAT software, an open-source crash typing software sponsored by the Federal Highway Administration. ( <a href="http://www.pedbikeinfo.org/pbcats/">http://www.pedbikeinfo.org/pbcats/</a> )
1	Intersection	Intersection—The crash occurred within the intersection proper or within the crosswalk area. Note: Driveways are considered to be nonintersection locations. The exception is signalized commercial driveways which should be coded as intersections.
2	Intersection-Related	Intersection-Related—The crash occurred outside the intersection proper or crosswalk area but was related to the presence of the intersection (e.g., the result of queueing traffic).
3	Nonintersection	Nonintersection Location—The crash occurred outside the intersection proper or crosswalk area and was not related to the presence of any intersection.
4	Nonroadway	Nonroadway Location—The crash occurred off the street network; this includes parking lots, driveways, alleys, and other open areas. Note: crashes occurring on paved shoulders, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the nonroadway classification.
9	Unknown Location	Unknown/Insufficient Information—There is insufficient information to determine where the crash occurred.
CrashMonth	The month in which the crash occurred.	Source: Refer to crash date on DMV-349 Form.

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Field	Description	Source comments
CrashSevr	The severity of a crash based on the most severe injury to any person involved in the crash.	Source: Derived from Injury Status (P8) for each person involved in the crash.
1	K: Killed	
2	A: Suspected Serious Injury	
3	B: Suspected Minor Injury	
4	C: Possible Injury	
5	O: No Injury	
7	Unknown Injury	
CrashTime	The reported time the crash occurred.	Source: Refer to crash date on DMV-349 Form.

**Fields: HSRC Bicyclist Crash Data**

Field CrashType	Description This data element summarizes the circumstances of the crash for this pedestrian or bicyclist.	Source comments Source: Coded by UNC Highway Safety Research Center staff using PBCAT software, an open-source crash typing software sponsored by the Federal Highway Administration. ( <a href="http://www.pedbikeinfo.org/pbcat_us/">http://www.pedbikeinfo.org/pbcat_us/</a> )
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111	Motorist Turning Error—Left Turn	The motorist made a left turn, cut the corner and entered the opposing traffic lane.
112	Motorist Turning Error—Right Turn	The motorist made a right turn, swung too wide and entered the opposing traffic lane.
113	Motorist Turning Error—Other	The motorist made another type of turning error which led them into the path of the bicyclist.
114	Bicyclist Turning Error—Left Turn	The bicyclist made a left turn, cut the corner and entered the opposing traffic lane.
115	Bicyclist Turning Error—Right Turn	The bicyclist made a right turn, swung too wide and entered the opposing traffic lane.
116	Bicyclist Turning Error—Other	The bicyclist made another type of turning error which led them into the path of the motorist.
121	Bicyclist Lost Control—Mechanical Problems	The bicyclist lost control due to mechanical problems.
122	Bicyclist Lost Control—Oversteering, Improper Braking, Speed	The bicyclist lost control due to oversteering, improper braking, or speed too fast for conditions.
123	Bicyclist Lost Control—Alcohol/Drug Impairment	The bicyclist lost control due to alcohol or drug impairment.
124	Bicyclist Lost Control—Surface Conditions	The bicyclist lost control due to surface conditions (sand, debris, potholes, ice, etc.).
129	Bicyclist Lost Control—Other/Unknown	The bicyclist lost control due to other or unknown circumstances.
131	Motorist Lost Control—Mechanical Problems	The motorist lost control due to mechanical problems.
132	Motorist Lost Control—Oversteering, Improper Braking, Speed	The motorist lost control due to oversteering, improper braking, or speed too fast for conditions.
133	Motorist Lost Control—Alcohol/Drug Impairment	The motorist lost control due to alcohol or drug impairment.
134	Motorist Lost Control—Surface Conditions	The motorist lost control due to surface conditions (potholes, ice, etc.).
139	Motorist Lost Control—Other/Unknown	The motorist lost control due to other or unknown circumstances.
141	Motorist Drive-out Sign-Controlled Intersection	The motorist was facing the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist after stopping or yielding.
142	Bicyclist Ride-out—Sign-Controlled Intersection	The bicyclist was facing the sign or flashing signal and rode into the intersection and collided with the motorist after stopping or yielding.
143	Motorist Drive-through—Sign-Controlled Intersection	The motorist violated the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist.
144	Bicyclist Ride Through Sign-Controlled Intersection	The bicyclist violated the sign or flashing signal and rode into the intersection and collided with the motorist.
147	Multiple Threat—Sign-Controlled Intersection	The bicyclist entered a sign-controlled intersection in front of standing or slowing traffic and was struck by another vehicle whose view of the bicyclist was blocked.

Fields: HSRC Bicyclist Crash Data

Field	Description	Source comments
148	Sign-Controlled Intersection—Other/Unknown	The crash occurred at a sign-controlled intersection but cannot be further classified.
151	Motorist Drive-out—Right Turn on Red	The motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist while attempting to make a right turn on red.
152	Motorist Drive-out—Signalized Intersection	The motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist.
153	Bicyclist Ride-out—Signalized Intersection	The bicyclist was facing the red signal, stopped, and then rode into the intersection and collided with the motorist.
154	Motorist Drive-through—Signalized Intersection	The motorist violated the signal and drove into the crosswalk area or intersection and collided with the bicyclist.
155	Bicyclist Ride Through—Signalized Intersection	The bicyclist violated the signal and rode into the intersection and collided with the motorist.
156	Bicyclist Failed to Clear—Trapped	The bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a vehicle whose view was not obstructed by standing or stopped traffic.
157	Bicyclist Failed to Clear—Multiple Threat	The bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a motorist whose view of the bicyclist was obstructed by standing or stopped traffic.
158	Signalized Intersection—Other/Unknown	The crash occurred at a signal-controlled intersection but cannot be further classified.
159	Bicyclist Failed to Clear—Unknown	The bicyclist failed to clear the intersection and was struck by a motorist, but it is unknown whether the bicyclist was trapped in the intersection by a signal change or if there was a multiple threat situation or other circumstances surrounding the crash.
160	Crossing Paths—Uncontrolled Intersection	The crash occurred at an intersection not controlled by signs or signals.
180	Crossing Paths—Intersection—Other/Unknown	The crash involved a bicyclist and motorist on initial crossing paths but cannot be further classified.
211	Motorist Left Turn—Same Direction	The motorist turned left in front of a bicyclist going in the same direction.
212	Motorist Left Turn—Opposite Direction	The motorist turned left in front of a bicyclist coming from the opposite direction.
213	Motorist Right Turn—Same Direction	The motorist turned right in front of a bicyclist going in the same direction.
214	Motorist Right Turn—Opposite Direction	The motorist turned right in front of a bicyclist coming from the opposite direction.
215	Motorist Drive-in/Out—Parking	The motorist struck the bicyclist while exiting or entering on-street parking.
216	Bus/Delivery Vehicle Pullover	The bicyclist was struck by a bus or delivery vehicle pulling into or away from the curb.
217	Motorist Right Turn on Red—Same Direction	The bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the same direction as the motorist.

Fields: HSRC Bicyclist Crash Data

Field	Description	Source comments
218	Motorist Right Turn on Red—Opposite Direction	The bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the opposite direction as the motorist.
219	Motorist Turn/Merge—Other/Unknown	The motorist's turning maneuver is other than those described or is unknown.
221	Bicyclist Left Turn—Same Direction	The bicyclist turned or merged left in front of a motorist going in the same direction.
222	Bicyclist Left Turn—Opposite Direction	The bicyclist turned or merged left in front of a motorist coming from the opposite direction.
223	Bicyclist Right Turn—Same Direction	The bicyclist turned or merged right in front of a motorist going in the same direction.
224	Bicyclist Right Turn—Opposite Direction	The bicyclist turned or merged right in front of a motorist coming from the opposite direction.
225	Bicyclist Ride-out—Parallel Path	The bicyclist, initially on a sidewalk or other parallel path, rode into the roadway and into the path of a motor vehicle.
231	Motorist Overtaking—Undetected Bicyclist	The motorist was overtaking the bicyclist and failed to detect the bicyclist.
232	Motorist Overtaking—Misjudged Space	The motorist was overtaking the bicyclist and misjudged the width and distance required to pass the bicyclist.
235	Motorist Overtaking—Bicyclist Swerved	The bicyclist swerved or moved suddenly into the path of an overtaking vehicle.
239	Motorist Overtaking—Other/Unknown	The motorist was overtaking the bicyclist, but the specific circumstances surrounding the overtaking maneuver do not conform to the other situations described or are unknown.
241	Bicyclist Overtaking—Passing on Right	The bicyclist struck a motor vehicle in the travel lane while passing on the right.
242	Bicyclist Overtaking—Passing on Left	The bicyclist struck a motor vehicle in the travel lane while passing on the left.
243	Bicyclist Overtaking—Parked Vehicle	The bicyclist struck a parked vehicle while passing.
244	Bicyclist Overtaking—Extended Door	The bicyclist struck an extended door on a parked vehicle while passing.
249	Bicyclist Overtaking—Other/Unknown	The specific circumstances surrounding the overtaking maneuver of the bicyclist do not conform to any of the situations described or are unknown.
250	Head-On—Bicyclist	The bicyclist was traveling the wrong way/wrong side and the two parties collided head-on.
255	Head-On—Motorist	The motorist was traveling the wrong way/wrong side and the two parties collided head-on.
259	Head-On—Unknown	The two parties collided head-on but it is unknown which party was traveling on the wrong side.
280	Parallel Paths—Other/Unknown	The crash involved a bicyclist and motorist on initial parallel paths but cannot be further classified.
311	Bicyclist Ride-out—Residential Driveway	The bicyclist rode into the roadway and into the path of a motor vehicle from a residential driveway.
312	Bicyclist Ride-out—Commercial Driveway/Alley	The bicyclist rode into the roadway and into the path of a motor vehicle from a commercial driveway or alley.
318	Bicyclist Ride-out—Other Midblock	The bicyclist rode into the roadway and into the path of a motor vehicle from a midblock area other than a driveway or alley.

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Field	Description	Source comments
319	Bicyclist Ride-out—Midblock—Unknown	The bicyclist rode into the roadway and into the path of a motor vehicle from an unknown midblock location.
321	Motorist Drive-out—Residential Driveway	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a residential driveway.
322	Motorist Drive-out—Commercial Driveway/Alley	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a commercial driveway or alley.
328	Motorist Drive-out—Other Midblock	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a midblock area other than a driveway or alley.
329	Motorist Drive-out—Midblock—Unknown	The motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist an unknown midblock area.
357	Multiple Threat—Midblock	The bicyclist entered the roadway in front of standing or slowing traffic at a mid-block location and was struck by a motorist traveling in the same direction as the stopped traffic, and whose view of the bicyclist was blocked.
380	Crossing Paths—Midblock—Other/Unknown	The crash involved a bicyclist and motorist on initial crossing paths at a midblock location but cannot be further classified.
400	Bicycle Only	The crash involved a bicycle but no motor vehicle.
510	Motorist Intentionally Caused	The motorist intentionally caused the crash.
520	Bicyclist Intentionally Caused	The bicyclist intentionally caused the crash.
600	Backing Vehicle	The crash involved a motor vehicle that was backing and did not involve a play vehicle.
700	Play Vehicle-Related	The bicyclist was riding a child's vehicle such as a tricycle (not an adult tricycle), bicycle with training wheels, or "Big Wheel" type tricycle.
800	Unusual Circumstances	There were other unusual circumstances not defined above (e.g., bicyclist struck by falling cargo).
910	Nonroadway	The crash occurred off the street network (e.g., parking lots, driveways, alleys, trails, and other open areas). Note: crashes occurring on paved shoulders, bike lanes, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not
970	Unknown Approach Paths	There is insufficient information to determine the initial approach paths for the two vehicles.
980	Unknown Location	There is insufficient information to determine where the crash occurred.

CrashTypNum      Numeric code version of variable CrashType

CrashYear      The year in which a crash occurred.      Source: Refer to crash date on DMV-349 Form.

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Field	Description	Source comments																		
Development	The predominant type of development in the area in which the crash occurred. Examples are: Commercial (mainly retail stores), Institutional (schools, hospitals, government buildings, etc.).	Source: Refer to location block on DMV-349 Form.																		
	<table border="1"> <tr><td>1</td><td>Farms, Woods, Pastures</td></tr> <tr><td>2</td><td>Residential</td></tr> <tr><td>3</td><td>Commercial</td></tr> <tr><td>4</td><td>Institutional</td></tr> <tr><td>5</td><td>Industrial</td></tr> <tr><td>6</td><td>Unknown</td></tr> </table>	1	Farms, Woods, Pastures	2	Residential	3	Commercial	4	Institutional	5	Industrial	6	Unknown							
1	Farms, Woods, Pastures																			
2	Residential																			
3	Commercial																			
4	Institutional																			
5	Industrial																			
6	Unknown																			
DirFrmRd	Identifies the direction from the FROM ROAD to where the crash occurred.	Source: DMV 349 Form, LOCATION section																		
DirOutsideMp	Compass direction from the specified municipality to the scene of the crash. If the crash occurred inside a municipality, the value should be null.	Source: DMV 349 Form, LOCATION section																		
DirTwrRd	Identifies the direction toward the TOWARD ROAD (next intersecting street to the ON ROAD of the crash , in the same direction of the crash from the FROM ROAD). [This value should be the same as DrctnFrmRd]	Source: DMV 349 Form, LOCATION section																		
DrvrAge	The age of driver involved in a crash. If DOB not available, the approximate age.	Source: Age is calculated from date of birth (DOB) to the crash date. DOB is reported on DMV 349, block 24.																		
DrvrAgeGrp	Driver age in 5 year groups (0-19, 20-24, 25-29, etc.)	Source: Age groups are coded by UNC Highway Safety Research Center staff from DrvrAge																		
DrvrAlcDrg	Investigating police officer's assessment of whether alcohol or other drugs were used by the non- motorist.	Source: Refer to block 37 on DMV-349 Form.																		
	<table border="1"> <tr><td>0</td><td>No</td></tr> <tr><td>1</td><td>Yes - Alcohol, Impairment Suspected</td></tr> <tr><td>2</td><td>Yes - Alcohol, No Impairment Detected</td></tr> <tr><td>3</td><td>Yes - Other Drugs, Impairment Suspected</td></tr> <tr><td>4</td><td>Yes - Other Drugs, No Impairment Detected</td></tr> <tr><td>5</td><td>Yes - Alcohol And Other Drugs, Impairment Suspected</td></tr> <tr><td>6</td><td>Yes - Alcohol And Other Drugs, No Impairment Detected</td></tr> <tr><td>7</td><td>Unknown</td></tr> <tr><td></td><td>Missing</td></tr> </table>	0	No	1	Yes - Alcohol, Impairment Suspected	2	Yes - Alcohol, No Impairment Detected	3	Yes - Other Drugs, Impairment Suspected	4	Yes - Other Drugs, No Impairment Detected	5	Yes - Alcohol And Other Drugs, Impairment Suspected	6	Yes - Alcohol And Other Drugs, No Impairment Detected	7	Unknown		Missing	
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6	Yes - Alcohol And Other Drugs, No Impairment Detected																			
7	Unknown																			
	Missing																			

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
DrvrAlcFlg	Binary field: alcohol use either suspected or detected	Source: Refer to block 37 on DMV-349 Form. This variable is an indicator of whether or not driver alcohol use (regardless of other drugs use) was suspected or detected. The codes are derived from block 37 on DMV-349 Form (see the definitions in DrvrAlcDrg variable)

0, 3, 4	No
1,2,5,6	Yes
7, blank	Unknown / missing

Field	Description	Source comments
DrvrInjury	The injury status of the driver	Source: DMV 349 Form, Block 32. Definitions of injury categories A, B, and C changed May 27, 2016. (Previous changes have also been made prior to 2010.) These changes in definitions can affect the frequency distributions of injury categories. In practice, the changes in definitions may be phased in over a period of time across the state.

1	K: Killed	Deaths (which must occur within 12 months after the crash) resulting from injuries sustained in a specific road vehicle crash.
2	A: Suspected Serious Injury	Changed from 'Disabling Injury' in 2016. Suspected Serious Injury (A) (definition as of May 2016): A suspected serious injury is any injury other than fatal which results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/ muscle/ organs or resulting in significant loss of blood. -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest or abdominal injury other than bruises or minor lacerations -Significant burns (second and third degree burns over 10% or more of the body) -Unconsciousness when taken from the crash scene -Paralysis (Source: DMV 349 Instruction Manual)
3	B: Suspected Minor Injury	Suspected Minor Injury (B): A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle). (Source: DMV 349 Instruction Manual)
4	C: Possible Injury	Possible Injury (C): A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or indicated by his/her behavior, but no wounds or injuries are readily evident. (Source: DMV 349 Instruction Manual)
5	O: No Injury	
7	Unknown Injury	

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
DrvrRace	The ethnic affiliation of driver involved in a crash.	Source: Refer to block 25 on DMV-349 Form.
1	White	
2	Black	
3	American Indian	
4	Hispanic	
5	Asian	
6	Other	
7	Unknown	
DrvrSex	The sex of the driver involved in a crash.	Source: Refer to block 26 on DMV-349 Form.
1	Female	
2	Male	
4	Unknown	
DrvrUnitNo	Number assigned to identify the motor vehicle that struck the non-motorist in the crash.	Source: DMV-349 Form - Unit numbers are assigned on to each motor vehicle, pedestrian, bicyclist, or other unit involved in the crash, and are used to match the driver characteristics to each driver.

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
DrvrVehTyp	Indicates the general configuration of vehicle.	Source: Refer to block 41 on DMV-349 Form.
1	Passenger Car	
2	Pickup	
3	Light Truck (Mini-Van, Panel)	
4	Sport Utility	
5	Van	
6	Commercial Bus	
7	School Bus	
8	Activity Bus	
9	Other Bus	
10	Single Unit Truck (2-Axle, 6-Tire)	
11	Single Unit Truck (3 Or More Axles)	
12	Truck/Trailer	
13	Truck/Tractor	
14	Tractor/Semi-Trailer	
15	Tractor/Doublers	
16	Unknown Heavy Truck	
17	Taxicab	
18	Farm Equipment	
19	Farm Tractor	
20	Motorcycle	
21	Moped	
22	Motor Scooter Or Motor Bike	
23	Pedalcycle	Used, along with code 24 (Pedestrian); Person Type variable (value = 3 for pedestrian, 4 for pedalcyclist); and First or Most Harmful Event Crash type (value = 14 for collision with Pedestrian, 15 for collision with Pedalcyclist), to identify crashes potentially involving a pedestrian.
24	Pedestrian	Used, along with code 23 (Pedalcycle); Person Type variable (value = 3 for pedestrian, 4 for pedalcyclist); and First Harmful Event Crash type (value = 14 for collision with Pedestrian, 15 for collision with Pedalcyclist), to identify crashes potentially involving a pedestrian.
25	Motor Home/Recreational Vehicle	
26	Other	
27	All Terrain Vehicle (Atv)	
28	Firetruck	

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
29	Ems Vehicle, Ambulance, Rescue Squad	
30	Military	
31	Police	
32	Unknown	
33	Autocycle	
HitRun	This element refers to cases where a vehicle is a contact vehicle in the crash and does not stop to render aid (this can include drivers who flee the scene on foot).	
0	No	
1	Yes	
Latitude	Location's Latitude number.	Source: Coded by UNC Highway Safety Research Center staff during crash report review.
LightCond	The type of light that exists at the time of a motor vehicle crash.	Source: Refer to block 7 on DMV-349 Form.
1	Daylight	
2	Dusk	
3	Dawn	
4	Dark - Lighted Roadway	
5	Dark - Roadway Not Lighted	
6	Dark - Unknown Lighting	
7	Other	
8	Unknown	
Locality	The general type and level of development in the vicinity of the crash.	Source: Refer to block # 1 left side of DMV-349 Form.
1	Rural (<30% Developed)	
2	Mixed (30% To 70% Developed)	
3	Urban (>70% Developed)	
	Unknown	
Longitude	Location's Longitude number.	Source: Coded by UNC Highway Safety Research Center staff during crash report review.
NumBicsAinj	Total number of bicyclists with A injury status in the crash	
NumBicsBinj	Total number of bicyclists with B injury status in the crash	

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments																												
NumBicsCinj	Total number of bicyclists with C injury status in the crash																													
NumBicsInjSum	Total number of bicyclists with any injuries in the crash																													
NumBicsKilled	Total number of bicyclists killed in the crash																													
NumBicsNoInj	Total number of bicyclists with not injured status in the crash																													
NumBicsTotal	Total number of bicyclists in the crash	Source: Coded by UNC Highway Safety Research Center staff during crash report review.																												
NumBikesUinj	Total number of bicyclists with unknown injury status in the crash																													
NumLanes	Total number of thru lanes of the "road on" at the point of the crash (if two-way, total for both directions). Do not count turning lanes unless they are continuous between intersections.	Source: Refer to block 75 on DMV-349 Form. Attributes: Total number of lanes. Enter "0" for parking lots.																												
<table border="1"> <tbody> <tr><td>00</td><td>Parking Lot</td></tr> <tr><td>01</td><td>1</td></tr> <tr><td>02</td><td>2</td></tr> <tr><td>03</td><td>3</td></tr> <tr><td>04</td><td>4</td></tr> <tr><td>05</td><td>5</td></tr> <tr><td>06</td><td>6</td></tr> <tr><td>07</td><td>7</td></tr> <tr><td>08</td><td>8</td></tr> <tr><td>09</td><td>9</td></tr> <tr><td>10</td><td>10</td></tr> <tr><td>11</td><td>11</td></tr> <tr><td>12</td><td>12</td></tr> <tr><td>99</td><td>Unknown</td></tr> </tbody> </table>			00	Parking Lot	01	1	02	2	03	3	04	4	05	5	06	6	07	7	08	8	09	9	10	10	11	11	12	12	99	Unknown
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11	11																													
12	12																													
99	Unknown																													
NumUnits	The total number of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations, and other motor vehicle types that are in motion or on a roadway) involved in a crash.	Source: Derived by counting the number of vehicles involved in a crash as indicated in Vehicle Unit Number Unique to Crash (V1).																												
OnRoad	Street or roadway on which the crash took place.	Source: DMV 349 Form, LOCATION section.																												

**Fields: HSRC Bicyclist Crash Data**

Field Description Source comments  
 RdCharacter The change in horizontal and vertical direction of a roadway, determined at the point of curvature.

01	Straight - Level
02	Straight - Hillcrest
03	Straight - Grade
04	Straight - Bottom
05	Curve - Level
06	Curve - Hillcrest
07	Curve - Grade
08	Curve - Bottom
09	Other
10	Unknown

RdClass Route class of the On Road. Source: Refer to block 71 on DMV-349 Form.

1	Interstate
2	Us Route
3	NC Route
4	State Secondary Route
5	Local Street
6	Public Vehicular Area
7	Private Road, Driveway
8	Other
	Unknown

**Fields: HSRC Bicyclist Crash Data**

**Field** Description Source comments  
**RdCondition** The roadway surface condition at the time and place of a crash. Source: Refer to block 3 on DMV-349 Form.

01	Dry
02	Wet
03	Water (Standing, Moving)
04	Ice
05	Snow
06	Slush
07	Sand, Mud, Dirt, Gravel
08	Fuel, Oil
09	Other
10	Unknown

**RdConfig** A code indicating whether or not a trafficway is divided and whether it serves one-way or two-way traffic. Source: Refer to block 73 on DMV-349 Form.

1	One-Way, Not Divided
2	Two-Way, Not Divided
3	Two-Way, Divided, Unprotected Median
4	Two-Way, Divided, Positive Median Barrier
5	Unknown

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
RdDefects	Apparent condition of the road, which contributed to the crash.	Source: Refer to blocks 12 – 13 on DMV-349 Form.

00	None
01	Road Surface Condition
02	Debris
03	Rut, Holes, Bumps
04	Work Zone
05	Worn Travel-Polished Surface
06	Obstruction In Roadway
07	Traffic Control Device Inoperative, Not Visible Or Missing
08	Shoulders Low, Soft Or High
09	No Shoulders
10	Non-Highway Work
11	Other
12	Unknown

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
RdFeature	A road feature is either an intersection or the connection between a driveway access and a roadway other than a driveway access.	Source: Refer to block 69 on DMV-349 Form.

0	No Special Feature
1	Bridge
2	Bridge Approach
3	Underpass
4	Driveway, Public
5	Driveway, Private
6	Alley Intersection
7	Four-Way Intersection
8	T-Intersection
9	Y-Intersection
10	Traffic Circle/Roundabout
11	Five-Point, Or More
12	Related To Intersection
13	Non-Intersection Median Crossing
14	End Or Beginning-Divided Highway
15	Off Ramp Entry
16	Off Ramp Proper
17	Off Ramp Terminal On Crossroad
18	Merge Lane Between On And Off Ramp
19	On Ramp Entry
20	On Ramp Proper
21	On Ramp Terminal On Crossroad
22	Railroad Crossing
23	Tunnel
24	Shared-Use Paths Or Trails
25	Other

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments																		
RdSurface	Actual surface type of the roadway in the area in which the crash occurred.	Source: Refer to block 72 on DMV-349 Form.																		
	<table border="1"> <tr><td>1</td><td>Concrete</td></tr> <tr><td>2</td><td>Grooved Concrete</td></tr> <tr><td>3</td><td>Smooth Asphalt</td></tr> <tr><td>4</td><td>Coarse Asphalt</td></tr> <tr><td>5</td><td>Gravel</td></tr> <tr><td>6</td><td>Sand</td></tr> <tr><td>7</td><td>Soil</td></tr> <tr><td>8</td><td>Other</td></tr> <tr><td>0</td><td>Unknown</td></tr> </table>	1	Concrete	2	Grooved Concrete	3	Smooth Asphalt	4	Coarse Asphalt	5	Gravel	6	Sand	7	Soil	8	Other	0	Unknown	
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5	Gravel																			
6	Sand																			
7	Soil																			
8	Other																			
0	Unknown																			
Region	The region of the crash.	Geographic regions provide generalized indicators associated with topography across the state.																		
	<table border="1"> <tr><td>Coastal</td></tr> <tr><td>Mountains</td></tr> <tr><td>Piedmont</td></tr> </table>	Coastal	Mountains	Piedmont																
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Mountains																				
Piedmont																				
RteInvCd	Documents the eight-digit numeric code that identifies the ON ROAD route where the crash occurred. The route ID corresponding to the road is used for mileposting purposes. This may be the Location Road On Code or the Location Primary ID Feature.	TEAAS field: RRL_URBN_IND Source: Refer to block 71 on DMV-349 Form. Rationale: Important for comparing crash rates/safety experience across locations of general urban or rural character, but may not reflect actual development density.																		
RuralUrban	Indicates if the crash occurred within a municipality (Urban) or in a Rural location.	TEAAS field: RRL_URBN_IND Source: Refer to block 71 on DMV-349 Form. Rationale: Important for comparing crash rates/safety experience across locations of general urban or rural character, but may not reflect actual development density.																		
	<table border="1"> <tr><td>R</td><td>Rural</td></tr> <tr><td>U</td><td>Urban</td></tr> </table>	R	Rural	U	Urban															
R	Rural																			
U	Urban																			
SpeedLimit	Authorized speed limit for the vehicle at the time of the crash. The Authorized Value may be indicated by the posted speed limit, blinking sign at construction zones, restricted speed for permitted vehicles, etc.	Source: Refer to block 60 on DMV-349 Form.																		
Towrd_Rd	Identifies the name of the road or city/county/state line, which would be encountered by going from the crash in the Direction Toward Road. [This should be encountered moving in the same direction as moving from the From Road to the crash location.]	Source: DMV 349 Form, LOCATION section																		

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
TrafficCtrl	The type of traffic control, if any, at crash location.	Source: Refer to block 76 on DMV-349 Form.
0	No Control Present	
1	Stop Sign	
2	Yield Sign	
3	Stop And Go Signal	
4	Flashing Signal With Stop Sign	
5	Flashing Signal Without Stop Sign	
6	RR Gate And Flasher	
7	RR Flasher	
8	RR Crossbucks Only	
9	Human Control	
10	Warning Sign	
11	School Zone Signs	
12	Flashing Stop And Go Signal	
13	Double Yellow Line, No Passing Zone	
14	Other	
15	Not stated	

Field	Description	Source comments
Weather	The general atmospheric conditions that existed at the time of a crash.	Source: Refer to blocks 4-6 on DMV-349 Form.
1	Clear	
2	Cloudy	
3	Rain	
4	Snow	
5	Fog, Smog, Smoke	
6	Sleet, Hail, Freezing Rain/Drizzle	
7	Severe Crosswinds	
8	Blowing Sand, Dirt, Snow	
9	Other	

**Fields: HSRC Bicyclist Crash Data**

Field	Description	Source comments
Workzone	Did crash occur in or near a construction, maintenance or utility work zone.	Source: Refer to block 78-81 on DMV-349 Form.

1	Construction Work Area
2	Maintenance Work Area
3	Utility Work Area
4	Intermittent/Moving Work
5	No