Introduction

The purpose of this document is to provide a description of Oklahoma traffic crash, injury, and fatality data. This document is a resource for local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing number and cost of traffic crashes.

The revision of the *Official Oklahoma Traffic Collision Report* in 2007 includes additional or modified data fields which collect additional data or improved data collection. The most noticeable changes include vehicles that roll, work zone crashes, large truck crashes and driver contributing factors.

Reporting Year:	2007 calendar year.
Fatalities:	On January 1, 2001, Oklahoma's reporting standards for fatalities were changed to meet national standards. Fatalities that occur within 30 days of a traffic crash are reported as fatalities.
Agency:	Reporting agencies include: Oklahoma Highway Patrol, city police, sheriff departments, game or park rangers, campus police, or other agencies. For the purpose of this document: OHP = Oklahoma Highway Patrol Non-OHP = all reporting agencies except OHP Statewide = all reporting agencies
Alcohol-Related:	Beginning with 2007crash data, additional data relating to alcohol has been added to the crash data. This additional data accounts for improved reporting of alcohol-related fatalities and injuries. The additional information is from Officer's Affidavits and Medical Examiner Reports on fatalities.
Contributing Factor:	Previously the "cause of crash" indicated the primary cause of the collision and it was not possible to determine individual driver actions and behaviors. With the 2007 revision of the *Official Oklahoma Traffic Collision Report* form, the cause was replaced with a contributing factor for each driver which allows more in depth analyses.
Crash Data:	The Records Management Division of the Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or over $500[1] property damage. Crashes occurring on private or public property are included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.
Exclusions:	The Department of Public Safety database is used with one exclusion: non-traffic crashes. Non-traffic crashes are those occurring on private property, deliberate acts, heart attacks, legal interventions, suicides, industrial crashes, drownings, boat crashes, incidents, and others. These crash records are kept in the DPS database but are not used for statistical purposes.

[1] Title 47§40102, 2007 Edition.

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Intersection	Beginning with 2003 data, intersection crash data is obtained from the Oklahoma Department of Transportation, Traffic Engineering Division.
KABCO Scale:	This scale is used for classifying injury severity. The letters in this scale indicate the following injury severities: K = Fatal injuries A = Incapacitating injuries B = Non-incapacitating injuries C = Possible injuries O = No injuries Every effort has been made to clearly document which injury severity classifications are included for each report.
Large Truck:	Large trucks include the following vehicle configurations as shown on the *Official Oklahoma Traffic Collision Report.* Single Unit Truck 2 Axles, Single Unit Truck 3 or More Axles, Truck/Trailer, Truck-Tractor/Semi-Trailer, Truck-Tractor/Double Trailers, Truck/Tractor/Triple Trailers and Truck more than 10,000 lbs. Cannot Classify. This replaces the previous year's sections about commercial vehicles.
Persons:	It also should be noted that all drivers involved in a crash are entered into the DPS database, whether injured or not. However, only injured passengers are entered into the database.
Rollover Crashes:	The revision of the *Official Oklahoma Traffic Collision Report* in 2007 includes an additional field on the form to indicate which vehicle rolled in a collision. This accounts for the increased reporting of vehicles that rolled in collisions.
Unsafe Speed:	The revision of the *Official Oklahoma Traffic Collision Report* in 2007 allows reporting of a contributing factor for each vehicle involved in a crash instead of a single cause of the crash. This accounts for the increased reporting of crashes involving unsafe speed.
Work Zone Crashes:	The revision of the *Official Oklahoma Traffic Collision Report* in 2007 includes several additional fields on the form to collect information about collisions in a Work Zone. This accounts for the increased reporting of Work Zone collisions.
VMT:	Vehicle Miles Traveled.