

Comment from Bryan Costello

Posted by the **National Highway Traffic Safety Administration** on Feb 6, 2023

- C8.Collision-Manner: This is one of the most important elements and while version-5 lagged behind, this appears to not have improved in v6.
 - oThis element should simply be called “Collision Manner” - the definition need not be mixed into the name.
 - oThe first option should be “Single Vehicle” to avoid confusion. This can be defined elsewhere. This issue produces errors three times greater than the next category of errors for this element, largely due to its poor name.
 - oThe issue with “Angle” is this combines several groups each with their own, albeit partially overlapping, mitigation strategies into some sort of unusable super group. This combines Perpendicular, Left-Across-Flow, Left-Into-Flow, Left-Against-Flow, Right-Into-Flow, and Right-Against-Flow crashes. Combining these elements also eliminates several consistency rule options.
 - o“Front-to-Front” can easily be combined with “Sideswipe, Opposite Direction” into one group called Opposite-Direction. These share the same mitigation strategies and consistency rules. The difference is so minimal that distinguishing the two is not meaningful.
 - o“Rear-to-Rear” and “Rear-to-Side” combined represent less than 3% of the dataset on public roads, are largely behavior issues, and often do not occur on public roads. These options would be best combined as Backing.
 - oThis set would group the Overtakes, both Left and Right, into “Other”, when they represent more crashes than the combination of all Backing crashes. This eliminates consistency rule options specific to Overtakes.
 - oA well-defined attribute list would enable consistency rules with V33.Vehicle-Maneuver, V34.Initial-Contact, V?.Travel-Direction; and D10.Related-Factors.