The table of documentation of the variables in the dataset is presented as follows:

**VARIABLE** : Name of the variable used in the dataset.

**DESCRIPTION VARIABLE** : Functional name and / or detailed description of the variable.

**VALEUR POSSIBLE** : Possible values that the variable described on the accident report can take, if applicable.

**DESCRIPTION VALEUR** : Description of the values that the variable can take, if applicable.

**EXPLICATION VALEUR** : Additional explanation of the contents of the variables, if applicable.

**TYPE** : Type of variable: Num (numeric), Alph (alphanumeric).

**LONGUEUR** : Number of possible characters for the variable.

Note that the sections of the accident report form to be filled are not the same depending on whether the accident involves bodily injury or not. The following variables do not have to be indicated when the accident has only material damage: CD\_POSI\_ACCDN, CD\_ETAT\_CHASS. It is therefore normal that the values of these variables are missing for accidents with property damage only.

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
| **AN** | Year of accident (AAAA). |  |  |  | A | 8 |
| **NO\_SEQ\_COLL** | Sequential number identifying the accident. Composed of the year of the accident and a sequential number. (AAAA \_ 999, where the year and the sequential number are separated by a space, an underscore and a space) |  |  |  | Alph | 15 |
| **DT\_ACCDN** | Date of accident (AAAA-MM-JJ). |  |  |  | Alph | 10 |
| **HR\_ACCDN** | Time of the accident.  60-minute interval, containing the actual time of the accident.  Example:20:00:00-20:59:59 |  |  |  | Alph | 20 |
| **JR\_SEMN\_ACCDN** | Day of week from date of accident: | DI | Sunday |  | Alph | 2 |
| LU | Monday |  |
| MA | Tuesday |  |
| ME | Wednesday |  |
| JE | Thursday |  |
| VE | Friday |  |
| SA | Saturday |  |
| **Gravity** | **Severity** of the accident:  Indicates the severity of the accident based on the presence and condition of the victims. | Mortal | At least one victim died within 30 days of the accident | Method to be used to obtain the road balance sheet figures | Alph | 54 |
| Serious | No deaths and at least one victim seriously injured  (injuries requiring hospitalization, including those for which the person remains under observation at the hospital) | Method to be used to obtain the road balance sheet figures |
| Light | Only one or more victims slightly injured  (injuries that do not require hospitalization or observation of the person, even if they require treatment by a doctor or a hospital center) | Method to be used to obtain the road balance sheet figures |
| Property damage only | No victims, and the damage assessment is above the reporting threshold (threshold of $ 2,000 since March 2010) | Method to be used to obtain the road balance sheet figures |
| Material damage below the reporting threshold | No victims, and the damage assessment is less than or equal to the reporting threshold (threshold of $ 2,000 since March 2010) | Method to be **excluded** to obtain the figures from the road report. |
| **NB\_MORTS** | Number of victims who died within 30 days of the accident |  |  |  | A | 8 |
| **NB\_BLESSES\_GRAVES** | Number of seriously injured victims |  |  |  | A | 8 |
| **NB\_BLESSES\_LEGERS** | Number of victims slightly injured |  |  |  | A | 8 |
| **NB\_VICTIMES\_TOTAL** | Total number of victims (deaths, seriously injured and slightly injured) in the accident |  |  |  | A | 8 |
| **NB\_VEH\_IMPLIQUES\_ACCDN** | Number of vehicles involved in the accident |  |  |  | A | 8 |
| **NB\_DECES\_PIETON** | Number of pedestrians who died within 30 days of the accident |  |  |  | A | 8 |
| **NB\_BLESSES\_PIETON** | Number of pedestrians injured (seriously or slightly) in the accident |  |  |  | A | 8 |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
| **NB\_VICTIMES\_PIETON** | Number of pedestrian victims (injured or dead) in the accident |  |  |  | A | 8 |
| **NB\_DECES\_MOTO** | Number of motorcyclists who died within 30 days of the accident |  |  |  | A | 8 |
| **NB\_BLESSES\_MOTO** | Number of motorcyclists injured (seriously or slightly) in the accident |  |  |  | A | 8 |
| **NB\_VICTIMES\_MOTO** | Number of motorcycle victims (injured or deceased) in the accident |  |  |  | A | 8 |
| **NB\_DECES\_VELO** | Number of cyclists killed within 30 days of the accident |  |  |  | A | 8 |
| **NB\_BLESSES\_VELO** | Number of cyclists injured (seriously or slightly) in the accident |  |  |  | A | 8 |
| **NB\_VICTIMES\_VELO** | Number of bicycle victims (injured or deceased) in the accident |  |  |  | A | 8 |
| **CD\_MUNCP** | Geographic code of the municipality where the accident took place:  Code written or coded on the report  (see www.mamrot.gouv.qc.ca) |  |  |  | Alph | 5 |
| **REG\_ADM** | Quebec administrative region:  The administrative region is determined from the municipality code. | Lower St. Lawrence (01) | Lower St. Lawrence |  | Alph | 40 |
| Saguenay-Lac-Saint-Jean (02) | Saguenay-Lac-Saint-Jean |  |
| National Capital (03) | National Capital |  |
| Mauricie (04) | Mauricie |  |
| Estrie (05) | Estrie |  |
| Montreal (06) | Montreal |  |
| Ottawa (07) | Outaouais |  |
| Abitibi-Temiscamingue (08) | Abitibi-Temiscamingue |  |
| North Shore (09) | North Shore |  |
| Northern Quebec (10) | Northern Quebec |  |
| Gaspésia -Magdalen Islands  (11) | Gaspésia -Magdalen Islands |  |
| Boiler-Appalachians (12) | Boiler-Appalachians |  |
| Laval (13) | Laval |  |
| Lanaudière (14) | Lanaudière |  |
| Laurentians (15) | Laurentians |  |
| Montérégie (16) | Montérégie |  |
| Central Quebec (17) | Central Quebec |  |
| **MRC** | Name of the regional county municipality where the accident took place. The MRC is calculated from the geographic code of the municipality |  |  |  | Alph | 36 |
| **NO\_CIVIQ\_ACCDN**  Civic number of the building near the accident site:  The number of the building in front of or near the accident site. | Civic number of the building near the place of the accident  (located opposite or near the accident site) |  |  |  | Alph | 5 |
| **SFX\_NO\_CIVIQ\_ACCDN** | Building civic number suffix |  |  |  | Alph | 3 |
| **RUE\_ACCDN**  Street, row or path of the accident site | Name of the street, row or road where the accident occurred |  |  |  | Alph | 34 |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
| **TP\_REPRR\_ACCDN** | Mark type:  If an accident occurs at an intersection or an intersection serves as a landmark, the variable ACCDN\_PRES\_DE will contain the name of the other street, range or path that forms the intersection. When another marker specifies the location of the accident, the variable ACCDN\_PRES\_DE will indicate the nature of the marker (school, business, etc.) and its name. | 1 | Intersection |  | Alph | 1 |
| 2 | Other benchmark |  |
| 0 | Unspecified |  |
|  | Unspecified |  |
| **ACCDN\_PRES\_DE** | Landmark near where the accident occurred:  The landmark can be an intersection between two roads or a school, business, etc. landmark. |  |  |  | Alph | 34 |
| **NO\_ROUTE** | Road number where the accident occurred, if any. If the road section has more than one number, it will be the lowest number. If the accident occurs at an intersection, the road number with the lowest number will be entered. |  |  |  | Alph | 3 |
| **CD\_PNT\_CDRNL\_ROUTE** | Road direction for numbered road with separate lanes. It is the direction attached to the road number where the accident took place, not the geographical orientation. | N | North |  | Alph | 1 |
| S | South |
| E | East |
| O | West |
|  | Unspecified |
| **BORNE\_KM\_ACCDN** | Kilometer terminal. If the road on which the accident took place is marked with kilometer markers, the number of the terminal closest to the accident site will be recorded. |  |  |  | A | 8 |
| **NB\_METRE\_DIST\_ACCD** | Cardinal point code for the distance from the marker:  The accident occurred north, south, east or west of  building number, kilometer terminal, intersection  or the benchmark. |  |  |  | A | 8 |
| **CD\_PNT\_CDRNL\_REPRR** | Cardinal point code for the distance from the marker: Theaccident occurred to the north, south, east or west of the building number, milemarker, intersection or marker. | N | North |  | Alph | 1 |
| S | South |  |
| E | East |  |
| O | West |  |
| **VITESSE\_AUTOR** | Authorized speed:  Speed allowed, in kilometers / hour, by the competent authority on the road where the accident occurred. For an accident at an intersection, the highest speed among the intersecting roads will be entered. |  |  |  | A | 8 |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
| **CD\_GENRE\_ACCDN** | Kind of accident. Used to indicate the nature of the accident and the first physical event (impact). | 31 | Collision with road vehicle | Road vehicle: automobile or light truck, truck, road tractor, tool vehicle, equipment vehicle, bus, minibus, taxi, emergency vehicle, motorcycle, moped, recreational vehicle, snowmobile,  VHR, motorcycle covered by the VHR law | Alph | 2 |
| 32 | Collision with pedestrian | Anyone who travels on foot, pulls, pushes an object or is on or in this object. Anyone using equipment that is not authorized to travel on a public road is treated as a pedestrian. |
| 33 | Collision with cyclist | Anyone who rides a bicycle (assisted or not), tricycle, unicycle or quadricycle. |
| 34 | Collision with train | Vehicle arranged to travel on a railway track and which is on the railway track. |
| 35 | Collision with deer (white-tailed deer) |  |
| 36 | Collision with moose / bear / caribou |  |
| 37 | Collision with other animal | Domestic or wild animal, excluding the animals named above. |
| 38 | Collision with temporary obstacle | Any object whose presence is not permanent (temporary signage, rock, trash, etc.). |
| 39 | Collision with projected/detached object | Collision with projected / detached object |
| 40 | Fixed object: floor lamp | Fixed support used to support lighting equipment. |
| 41 | Fixed object: support/signal light | Fixed object: support / traffic light |
| 42 | Fixed object: pole (public service) | Fixed support used to support public utility equipment, other than a lamppost or a signaling light. |
| 43 | Fixed object: tree | All species of trees, excluding hedges. |
| 44 | Fixed object: safety barrier section | Section of a protective device made of corrugated sheet, concrete (New Jersey) or steel, used to restrain road vehicles leaving the roadway. |
| 45 | Fixed object: impact attenuator | Safety device installed in front of fixed obstacles along a road to reduce bodily injury and property damage, when a vehicle leaves the road in front of the obstacle. |
| 46 | Fixed object: end of safety barrier | End of slider, excluding impact attenuators. |
| 47 | Fixed object: pillar (bridge / tunnel) | Part of a structure (bridge, tunnel, viaduct) that supports its load. |
| 48 | Fixed object: pile of snow | Snow accumulation. |
| 49 | Fixed object: building / edifice / wall | Includes, among other things, any construction used to shelter individuals, animals or things. |
| 50 | Fixed object: curb / sidewalk | Strip that limits the edge of the roadway or the shoulder, or elevated path along a street and reserved for pedestrians. |
| 51 | Fixed object: fire hydrant | Piece of equipment used as a water point and generally used to fight a fire. |
| 52 | Fixed object: fence / barrier | Enclosure that delimits a space. Also includes hedges. |
| 53 | Fixed object: ditch | Trench or canal laid out along a road, used for the drainage of water. |
| 54 | Fixed object: rock wall | Rock wall along a road. |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
|  |  | 55 | Fixed object: culvert | Drainage pipe, usually made of concrete or metal, used for the passage of water under a road, an entrance, an access. |  |  |
| 59 | Fixed object: other fixed object | Any object involved in a collision, other than those described above. |
| 71 | No collision: rollover | When a vehicle has tumbled or overturned. |
| 72 | No collision: rollover | When a vehicle ends up on one side, without overturning. |
| 73 | Collision-free: submersion/watercourse | When a vehicle has plunged into the water or is in a stream (e.g., river, lake). |
| 74 | No collision: fire/explosion | When a vehicle caught fire or exploded. |
| 75 | No collision: leaves the roadway | When a vehicle leaves the rolling surface as a result of the driver's loss of control. |
| 99 | No collision: other | Any non-collision event, other than those described above. |
|  | Unspecified |  |
| **CD\_SIT\_PRTCE\_ACCDN** | Special situation that arose during the accident | 1 | Spill | When a vehicle carrying a **liquid cargo** loses all or part of that load. NOTE: The loss of gasoline from a vehicle's tank is not considered a spill because the gasoline used to operate the vehicle is not considered a load. | Alph | 1 |
| 2 | Loss of load | When a vehicle carrying a **solid load** loses all or part of that load. |
| 3 | Snow removal operation | When a vehicle performing a snow removal operation is involved in the accident. |
| 9 | Other | Special situation other than those previously mentioned. |
|  | Unspecified | No particular situation |
| **CD\_ETAT\_SURFC** | Condition of the rolling surface at the time of the accident. | 11 | Dry | Surface that has not received any liquid or material that interferes with tire grip. | Alph | 2 |
| 12 | Wet | Surface that has received a liquid that reduces the grip between the vehicle and the surface (other than an oily or greasy substance). |
| 13 | Water accumulation (aquaplaning) | Surface where a film of water between the roadway and the tires causes the complete loss of grip of a vehicle. |
| 14 | Sand, gravel on the pavement | Surface covered with sand or gravel. |
| 15 | Gadoue/slush | Surface covered with wet snow or slush. |
| 16 | Snowy | Surface that is covered with snow. |
| 17 | Hardened snow | Snow-covered surface that is compacted and hardened. |
| 18 | Ice | Surface that has lost its grip as a result of the appearance of ice. |
| 19 | Muddy | Surface of a dirt road as a result of rain or any other surface that has lost its grip by the presence of mud. |
| 20 | Oily | Oil or greasy product on the pavement. |
| 99 | Other | Any state of the surface, other than those described above. |
|  | Unspecified |  |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
| **CD\_ECLRM** | Lighting:  The clarity of the scene at the time of the accident.  The illumination refers to two periods of a day, day and night. | 1 | Day and clarity | Day: Period between half an hour before sunrise and half an hour after sunset.  Clarity: Refers to the period between sunrise and sunset. | Alph | 1 |
| 2 | Day and ahalf-darkness | Day: Period between half an hour before sunrise and half an hour after sunset.  Half-darkness:Refers to the period between night and sunrise and the period between sunset and night. |
| 3 | Night and illuminated path | Night: Period between half an hour after sunset and half an hour before sunrise.  Lightedpath: A path along which lighting equipment is installed that was operating at the time of the accident. |
| 4 | Night and unlit path | Night: Period between half an hour after sunset and half an hour before sunrise.  Unlitpath: A path along which,in the immediate area of the accident, no lighting equipment was installed or the equipment in place was not working. |
|  | Unspecified |  |
| **CD\_ENVRN\_ACCDN** | Environment:  Dominant activity in the sector where the accident occurred. | 1 | School | Immediate region of an educational institution. | Alph | 1 |
| 2 | Residential | Home sector mainly. |
| 3 | Business/commercial | A sector where the main activity is commercial, administrative or business. |
| 4 | Industrial/manufacturing | Sector where the main activity is industrial, manufacturing. |
| 5 | Rural | Area outside the boundaries of cities, towns and villages, except the forestry sector. |
| 6 | Forest | Area where the main activity is logging or forestry, even if there are some dwellings. |
| 7 | Recreation / park / camping | Area where the main activity is recreational,sports, or leisure sector. |
| 9 | Other (e.g. lake) | Any dominant activity in the sector, other than those mentioned above. |
| 0 | Unspecified |  |
|  | Unspecified |  |
| **CD\_CATEG\_ROUTE** | Road category on which the first physical fact (impact) occurred . The list of codes is prioritized. The first code on the list that corresponds to the situation that is the subject of the report is chosen. The number of lanes on a road includes the total number of lanes for both directions of traffic. | 11 | Public road: ramp/ motorwaycollector / service lane | Ramp: One- or more one-way causeway connecting two roads of different levels or two parallel roads.  Highway Collector: Limited-access one-way causeway, adjacent to a highway carriageway, designed to collect and distribute traffic outside the expressways.  Service lane: Road adjacent to a highway and separated from it by a lateral median, designed to gather vehicles wishing to cross, reach or leave the highway . | Alph | 2 |
| 12 | Public road: numbered road | A road that is part of the network defined by the digital identification system developed by the Ministry of Transport, Sustainable Mobility and The Electrification of Quebec Transportation. |
| 13 | Public road: main artery | A communication route usually lined with buildings in an agglomeration and intended for links between neighbourhoods. |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
|  |  | 14 | Public Road: Residential Street | Communication route usually lined with buildings in a residential area, whose primary function is to give access to properties. |  |  |
| 15 | Public road: road/rank | Communication route of local interest in rural areas and of secondary importance to the numbered road. |
| 16 | Public road: lane | Small narrow street usually serving the back of the houses. |
| 19 | Public path: other | Any road or public path, other than those described above. |
| 21 | Off-road: parking lot | A specially designed place to temporarily park vehicles, including shopping centre travel areas. |
| 22 | Off-road: private land | Space with limited access to authorized persons (e.g., private entrance). |
| 23 | Off-road: private road | Traffic lane that is maintained by an individual. |
| 24 | Off-road: forest road | The main purpose of the road is to provide access to places where forestactivities are carried out. |
| 25 | Off-road: marked trail | Lane reserved for off-road vehicles, equipped,with signage and maintained by a club. |
| 29 | Off public road: other | Any road or any non-public path, other than those described above. |
|  | Unspecified |  |
| **CD\_ETAT\_CHASS** | Road conditions at the scene of the accident and in its immediate surroundings. | 1 | In good condition | Road allowing a vehicle to move normally. | Alph | 1 |
| 2 | Under construction/repair | Road modified in its structure during its reconstruction or construction or undergoing treatment of its rolling surface, shoulders, solid earth or ditches. |
| 3 | Ruts/sagging | Permanent longitudinal deformation of the roadway that is created under the passage of the wheels. |
| 4 | Significant cracks | Breaking the coating whose opening varies with the seasons. |
| 5 | Holes/nests-de-chicken/bumps | Cavity more or less deep in the pavement and localized elevation of the pavement. |
| 6 | Drop | Sudden difference in the level of the entire roadway. Do not be confused with a hole or bump,which affects only part of the roadway. |
| 9 | Other | Any condition of the roadway, other than those described above. |
| 0 | Unspecified |  |
|  | Unspecified |  |
| **CD\_ASPCT\_ROUTE** | Appearance of the road at the accident site at the time of impact and in its immediate surroundings depending on the field of view of a driver sitting at the wheel of his vehicle. | 11 | Straight, flat | Right: Causeway where the direction of traffic is relatively straight. Flat: Causeway that has little or no gradient. | Alph | 2 |
| 12 | Right, at the top of the slope | Right: Causeway where the direction of traffic is relatively straight. At the top of the slope: The impact took place at the top of a hill. |
| 13 | Straight, on the slope | Right: Causeway where the direction of traffic is relatively straight. In the slope: The impact took place in the coast. |
| 14 | Straight, down the slope (dry) | Right: Causeway where the direction of traffic is relatively straight. Down the slope: The impact occurred at the bottom of the coast. |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
|  |  | 21 | Curve,flat | Curve:Causeway where the direction of traffic turns to the left or right.  Flat: Causeway that has little or no gradient. |  |  |
| 22 | Curve, at the top of the slope | Curve:Causeway where the direction of traffic turns to the left or right.  At the top of the slope: The impact took place at the top of a hill. |
| 23 | Curve,in the slope | Curve:Causeway where the direction of traffic turns to the left or right.  In the slope: The impact took place in the coast. |
| 24 | Curve, down the slope (dry) | Curve:Causeway where the direction of traffic turns to the left or right.  Down the slope: The impact occurred at the bottom of the coast. |
|  | Unspecified |  |
| **CD\_LOCLN\_ACCDN** | Longitudinal location (along the road) of the first physical fact (impact). | 31 | Roundabout /roundabout-point | Crossroads with three or more branches, in which traffic currents converge on a one-way roadway surrounding a central islet and excess surfaces within a 5-metre radius around the intersection. | Alph | 2 |
| 32 | In intersection(less than 5 meters) | Part of the roadway determined by the common surface of the roads that meet as well as the excess surfaces within a 5 metre radius around the intersection. |
| 33 | Near an intersection/roundabout | More than 5 metresaway, but less than 100 metres from the intersection or intersection. |
| 34 | Between intersections (100 metres and more) | More than 100 meters from the common surface of the roads that meet. |
| 35 | Crossing | Place where the taxiway crosses a railway track. |
| 36 | Bridge (over a stream) | Structure to cross a stream. |
| 37 | Other bridge (viaduct) | Structure to cross a road or rail traffic lane, or any other obstacle, other than a stream. |
| 38 | Tunnel | A large underground gallery that allows the passage of a communication channel. |
| 39 | Under a bridge or viaduct | Below a structure to cross obstacles. |
| 40 | Centre commercial | Part body,with or without lanes, belonging to a shopping mall. |
| 99 | Other | Any location, other than those described above. |
|  | Unspecified |  |
| **CD\_POSI\_ACCDN** | Positioning:  Cross-sectional location (through the road) of the first physical act of the accident (impact). The codes are hierarchical. The first code on the list that corresponds to the situation that is the subject of the report is chosen. | 1 | Reserved lane in service | A roadway strip reserved for one or more types of private vehicles or with a minimum number of passengers on board during the period indicated by the signage (bus,taxi, carpool). | Alph | 2 |
| 2 | Slow lane/overtaking lane | Auxiliarylane, located on the right in a slope,in which slow vehicles circulate, and auxiliary lane located to the left of the main track and allowing overtaking manoeuvres. |
| 3 | Loss/lane gain | Area of reduction or increase in the number of lanes. |
| 4 | Left turn lane in both directions | Common central lane used exclusively by vehicles making a left turn, or used by vehicles returning to the artery from a street or driveway. |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
|  |  | 5 | Bike lane/designated pavement | A path for the exclusive use of cyclists bounded by markings on the ground or physical facilities and pavement without a corridor reserved for cyclists, indicated only by road signs and pictograms painted on the pavement. |  |  |
| 6 | Traffic lane | Road strip on which traffic is done in one direction only. |
| 7 | Shoulder (or edge of the roadway) | Side part of a road between the roadway and the embankment or ditch,serving as support for the roadway as well as emergency stops. |
| 8 | Central median or islet | Part of the right-of-way between the lanes of a separate-lane road assigned to opposite directions of traffic and the space between the lanes of traffic, the role of which is to separate or direct traffic currents and serve as a refuge for pedestrians. |
| 9 | Sidewalk | Elevated path along the street, reserved for pedestrians. |
| 10 | Other | Any positioning, other than those mentioned above. |
|  | Unspecified |  |
| **CD\_CONFG\_ROUTE** | Road configuration:  Track features. If the accident occurs at an intersection, the most important street at that intersection is described. | 1 | Unique sense | Vehicle traffic is permitted in only one direction, indicated by an arrow. | Alph | 1 |
| 2 | Two senses, one lane per direction | Vehicles move in both directions and there is only one lane per direction. |
| 3 | Two-way,more than one lane per direction | Vehicles move in both directions; there is more than one lane per direction and there is no separation. |
| 4 | Separated by passable landscaping | Traffic currents are separated by a physical layout that can be crossed by a vehicle (e.g. grassy land). |
| 5 | Separated by impassable landscaping | Traffic currents are separated by physical layout that cannot be passed by a vehicle except in areas designed for this purpose (e.g. New Jersey, steel safety slide, wooded). |
| 9 | Other (e.g.: beacons,left turn lane in both directions) | Any configuration, other than those mentioned above. |
|  | Unspecified |  |
| **CD\_ZON\_TRAVX\_ROUTR** | Work area indicator | 1 | Approaches to the area | Area ahead of work where drivers are notified of lane changes, speed reduction, pass bans, etc. | Alph | 1 |
| 2 | In the area | An area where there are changes to the road configuration or speed allowed to allow work, or where there is moving work. |
| **CD\_COND\_METEO** | Weather:  Atmospheric conditions present at the time of the accident. | 11 | Clear | Total absence of clouds or presence of clouds that does not darken or make the vision less distinct. | Alph | 2 |
| 12 | Partly cloudy (dark) | Skies covered with dark, thick clouds that darken and make the vision less distinct. |
| 13 | Fog/mist | "Opaque white smoke" consists of very small droplets of water suspended in the air. |
| 14 | Rain/drizzle | Regular and continuous droplets of water coming from the clouds. |
| 15 | Shower (heavy rain) | Sudden and abundantrain. |
| 16 | Strong wind (no blowing snow,no rain) | Moving air that makes a vehicle less stable on the road. |

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| **VARIABLE** | **DESCRIPTION VARIABLE** | **POSSIBLE VALUE**  **(if**  **any)** | **VALEUR DESCRIPTION(if**  **applicable)** | **EXPLICATION VALEUR(if**  **applicable)** | **TYPE** | **Length** |
|  |  | 17 | Snow/hail | Droplets of water crystallized in the form of snow or hail. |  |  |
| 18 | Powder/snowstorm | Wind-driven snow (often gusty) or snowfall with strong winds. |
| 19 | Ice | A layer of ice, usually very thin, that forms when a supercooled rain comes into contact with solid bodies below zero degrees Celsius. |
| 99 | Other | Any atmospheric condition, other than those described above. |
|  | Unspecified |  |
| **nb\_automobile\_camion\_leger** | Number of cars or light trucks involved in the accident |  |  |  | A | 8 |
| **nb\_camionLourd\_tractRoutier** | Number of heavy trucks or road tractors involved in the accident |  |  |  | A | 8 |
| **nb\_outil\_equipement** | Number of tool vehicles or equipment involved in the accident |  |  |  | A | 8 |
| **nb\_tous\_autobus\_minibus** | Number of buses, school buses or minibuses involved in the accident |  |  |  | A | 8 |
| **nb\_bicyclette** | Number of bicycles involved in the accident |  |  |  | A | 8 |
| **nb\_cyclomoteur** | Number of mopeds involved in the accident |  |  |  | A | 8 |
| **nb\_motocyclette** | Number of motorcycles involved in the accident |  |  |  | A | 8 |
| **nb\_taxi** | Number of taxis involved in the accident |  |  |  | A | 8 |
| **nb\_urgence** | Number of emergency vehicles involved in the accident |  |  |  | A | 8 |
| **nb\_motoneige** | Number of snowmobiles involved in the accident |  |  |  | A | 8 |
| **nb\_VHR** | Number of HRVs or off-road motorcycles involved in the accident |  |  |  | A | 8 |
| **nb\_autres\_types** | Number of other vehicles involved in the accident |  |  |  | A | 8 |
| **nb\_veh\_non\_precise** | Number of unspecified type vehicles involved in the accident |  |  |  | A | 8 |