

**ACCIDENT LEVEL
ANALYSIS FILE
USER'S GUIDE**

February 2000

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ACCIDENT FILE CODES

1

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This code manual describes one of the three files derived from the accident record file created and maintained by the State Highway and Transportation Department, Transportation Statistics Bureau (TSTATB). We constructed these three files because the TSTATB file contains three different levels of data: accident data, data on the individual vehicles involved in each accident, and data on the occupants of each vehicle. Files with mixed levels are difficult to make sense of analytically, so, for each level of data, one file has been created by the Division of Government Research.

This file contains accident level data only, some of which is copied from the TSTATB file, and some of which is aggregated to the accident level by our file building program. This file is intended for use in the analysis of the types, locations, severity and causes of accidents in the State of New Mexico.

There are three lines in the description of each data element that are somewhat cryptic and need some explanation. The first line after the item name begins "LOCATION =" and describes the location and form of the data item on the raw data file. Location indicates the column location of the data item (e.g. LOCATION = 001-006 indicates that the data item is in columns 1 through 6 of the record). Length indicates the number of columns taken up by the data item. Type indicates whether or not the data item may contain non-numeric characters.

TYPE = N means that the item should be all numeric

TYPE = A means that the item may be non-numeric

Form indicates the representation of the data items on the raw data file:

FORM = CH means that the item is in character form

FORM = PD means that the item is in packed decimal form

The second line following the item title begins "NAME =" and gives the variable name used for this data item when building the SAS file. "FORMAT =" indicates the SAS format that associates descriptions with codes for the data item (access to the format library is available through the Division of Government Research). "SAS FORM =" indicates the internal form assigned by SAS to the data item on SAS files:

SAS FORM = A indicates character form

SAS FORM = N indicates numeric form

SAS FORM = DATE indicates SAS date form

The last line shows whether the field was copied directly from the TSTATB accident file or was derived from that file by our file building program. If the item was copied directly, the record type that contains the item and the column locations of the item on that record type are given.

ACCIDENT FILE CODES

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The design of this file and the programming necessary to create it were done by Jim Davis and Steven Flint. Arlene Herrera completed this manual using a computer package named FORMAT. Steven Flint performed the February, 1980 revision. Bich-Hanh Nguyen performed the December, 1980 revision. Carolyn Getz performed the November, 1984, revision using VS/SCRIPT. Bich-Hanh Nguyen supervised the June, 1989 revision performed by John German using VS/SCRIPT. Bich-Hanh Nguyen supervised the August, 1995 revision performed by Alicia Black and Sara Carlozzi using WordPerfect. Bich-Hanh Nguyen supervised the February, 2000 revision performed by Linda Zhang and Agate Ponder-Sutton using Microsoft Word.

Index A is a quick reference to the SAS variable names.

| New material in the revision is denoted by vertical bars on the left margin. This new material became available as of July 1, 1984.

|| This new material became available as of January 1, 1988.

The variables ARRTIME and NOTETIME were dropped as of 1991, but were mostly missing for the three years prior.

Questions and comments regarding this material should be directed to James W. Davis, Director, Division of Government Research, (505) 277-3305.

1.1.1 ACCIDENT REPORT NUMBER

Location = 132-137 Length = 6 Type = N Form = CH

Name = **REPORT** Format: **\$6.** SAS form = A

Six-digit number, right justified, padded on the left with zeros. Although there is a unique preprinted six-digit number on the forms, most local agencies assign their own. In part of 1977 and early 1978, COG assigned and coded their own sequential numbers. This can cause overlap between Bernalillo accident numbers and others; using DATE along with REPORT can solve this problem.

If an agency sends a supplementary form but does not indicate "supplementary", it will be coded and entered as a regular accident. As a result, one accident may be in the files twice, with separate report numbers.

Source: TSTATB Accident file Record 0 Location 1-6

1.1.2 ACCIDENT DATE

Location = 138-145 Length = 8 Type = N Form = CH

Name = **DATE** Format: **SAS DATE FORMATS** SAS form = DATE

Date of the accident in the form MMDDYY. Files prior to 1980 contain a few incorrect values. For example, in 1979 there are some 1978 and some 1967 dates. But these are very few and the data are quite usable. The date is also represented on the file with the three variables:

Name = MONTH	Format = MNTH.	SAS form = N	Location = 24-26
Name = DY	Format = 2.	SAS form = N	Location = 12-14
Name = YEAR	Format = 2.	SAS form = N	Location = 30-32

Note that YEAR contains only the last two digits of the year.

Source: TSTATB Accident file Record 0 Location 9-14

1.1.3 REPORTING AGENCY

Location = 0-2 Length = 3 Type = N Form = CH

Name = **AGENCY** Format: **AGENCY.** SAS form = N

Different agencies have different reporting thresholds. A lot of tribal police don't report, since they have little incentive. When an agency falls far below their normal average, TSTATB often calls to find out what happened and set things straight. One miscode in 1978 (a zero).

- 1 Albuquerque Police Department
- 2 New Mexico State Police
- 3 County sheriff department
- 4 Driver report
- 5 University or campus police
- 6 All other city police (including marshals)
- 7 Tribal police

Source: TSTATB Accident file Record 0 Location 15

1.1.4 ACCIDENT SEVERITY

Location = 3-5 Length = 3 Type = N Form = CH

Name = **SEVERITY** Format: **SEVERITY.** SAS form = N

PDO accidents are probably under reported. Two miscodes in 1978 (both zeros).

- 1 Fatal accident
- 2 Non-fatal accident (injury)
- 3 Property damage only accident

Source: TSTATB Accident file Record 0 Location 16

1.1.5 HIT AND RUN ACCIDENT

Location = 146 Length = 1 Type = N Form = CH

Name = **HITRUN** Format: **\$HITRUN.** SAS form = A

PDO accidents of this kind are probably very under represented because most of them are likely to go unreported.

Y Yes
N No

Source: TSTATB Accident file Record 0 Location 17

1.1.6 TIME OF ACCIDENT

Location = 147-150 Length = 4 Type = A Form = CH

Name = **TIME** Format: **\$4.** SAS form = A

Time of the accident (24 hour clock). Every year there is a small percentage (e.g., about 0.1 percent in 1980) of TIME coded as 2401 to 2459.

Source: TSTATB Accident file Record 0 Location 18-21

| 1.1.7 HOUR OF ACCIDENT

| Location = 87-89 Length = 3 Type = N Form = CH

| Name = **HOUR** Format: **HOUR.** SAS form = N

| Hour of the accident. This field is only on SAS files since FY84.

| Source: Program derived

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1.1.8 ACCIDENT LOCATION

Location = 108-110 Length = 3 Type = N Form = CH

Name = **CITY** Format: **CITY.** SAS form = N

Some accidents in Bernalillo County areas such as Cedar Crest, Tijeras, Los Ranchos, and part of Corrales are coded as Albuquerque. Codes correspond to urban areas rather than official city limits.

Some cities are not very diligent about sending in accident report forms. Reservation police do not always report. Accidents on roads through reservations are coded as reservation accidents.

Los Alamos county has more accidents than Los Alamos city even though it is a class H county (combined city-county) and should have the same for both.

In 1996, Central (65) changed its name to Santa Clara.

TSTATB developed a locational guide (and other locational aids) that began to improve data in early and middle 1979. The drastic increase in reservation data from 1977 to 1978 should not be interpreted as an actual change, but as an administrative change (more incentive and encouragement to report were provided).

<u>Place</u>	<u>Code</u>	<u>Place</u>	<u>Code</u>
Rural	000	Corona	095
Alamogordo	010	Corrales	097
Albuquerque	015	Cuba	098
Anthony	016	Deming	100
Angel Fire	017	Des Moines	105
Artesia	020	Dexter	110
Aztec	025	Dora	111
Bayard	030	Eagle Nest	112
Belen	035	Elida	113
Bernalillo	040	Encino	115
Bloomfield	045	Espanola	120
Bosque Farms	046	Estancia	125
Capitan	050	Eunice	130
Carlsbad	055	Farmington	135
Carrizozo	060	Floyd	138
Causey	063	Folsom	140
Santa Clara	065	Ft. Sumner	145
Chama	067	Gallup	150
Cimarron	070	Grady	155
Clayton	075	Grants	160
Cloudcroft	080	Grenville	165
Clovis	085	Hagerman	170
Columbus	090	Hatch	175

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1.1.8.1 Accident Location
 (continued)

<u>Place</u>	<u>Code</u>	<u>Place</u>	<u>Code</u>
Hobbs	180	Silver City	380
Hope	185	Socorro	385
House	187	Springer	395
Hurley	190	Sunland Park	400
Jal	200	Taos	405
Jemez Springs	210	Tatum	410
Lake Arthur	215	Texico	415
La Mesilla	217	Tijeras	416
Las Cruces	220	Truth or Consequences	420
Las Vegas	225	Tucumcari	425
Logan	232	Tularosa	430
Lordsburg	235	Vaughn	435
Los Alamos	240	Virden	440
Los Lunas	245	Wagon Mound	445
Los Ranchos	247	Willard	450
Loving	250	Williamsburg	452
Lovington	255	Acoma	455
Magdalena	260	Alamo-Navajo	456
Maxwell	265	Canoncito Navajo	457
Melrose	270	Cochiti	458
Milan	280	Isleta	459
Moriarty	285	Jemez	460
Mosquero	290	Jicarilla Apache	461
Mountainair	295	Laguna	462
Pecos	305	Mescalero Apache	463
Portales	310	Nambe	464
Questa	315	Navajo	465
Raton	325	Picuris	466
Red River	327	Pojoaque	467
Reserve	328	Ramah Navajo	468
Rio Rancho	329	Sandia	469
Roswell	330	San Felipe	470
Roy	335	San Ildefonso	471
Ruidoso	340	San Juan	472
Ruidoso Downs	345	Santa Ana	473
San Jon	355	Santa Clara	474
San Ysidro	356	Santo Domingo	475
Santa Fe	360	Taos Pueblo	476
Santa Rosa	370	Tesuque	477
Shiprock	375	Zia	478
		Zuni	479

1.1.9 POPULATION GROUP

Location = 6-8 Length = 3 Type = N Form = CH

Name = **POPGRP** Format: **POPGRP.** SAS form = N

POPGRP has 1970 census figures for data through 1980. Starting with calendar 1981 data, 1980 census counts are used.

- 5 Outside city limits, but within urban boundaries
- 6 Under 2,500
- 7 2,500 – 5,000
- 8 5,000 - 10,000
- 9 10,000 - 25,000
- 11 25,000 - 50,000
- 12 Over 50,000

Source: TSTATB Accident file Record 0 Location 25-26

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1.1.10 COUNTY

Location = 9-11 Length = 3 Type = N Form = CH

Name = **COUNTY** Format: **COUNTY.** SAS form = N

Alphabetic county code. This field is on SAS files only. The July through September 1977 data does not include Cibola county. For the October 1977 to December 1981 data, Cibola county was identified by software and added to the files. Subsequent data includes Cibola county through direct hand coding at TSTATB.

NM76 from Espanola to Chimayo snakes along the border between Santa Fe and Rio Arriba counties and may get coded incorrectly.

1	Bernalillo	12	Harding	23	Roosevelt
2	Catron	13	Hidalgo	24	Sandoval
3	Chaves	14	Lea	25	San Juan
4	Cibola	15	Lincoln	26	San Miguel
5	Colfax	16	Los Alamos	27	Santa Fe
6	Curry	17	Luna	28	Sierra
7	De Baca	18	McKinley	29	Socorro
8	Dona Ana	19	Mora	30	Taos
9	Eddy	20	Otero	31	Torrance
10	Grant	21	Quay	32	Union
11	Guadalupe	22	Rio Arriba	33	Valencia

Source: Program derived

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1.1.11 LICENSE COUNTY

Location = 33-35 Length = 3 Type = N Form = CH

Name = **LCOUNTY** Format: **LCOUNTY.** SAS form = N

Motor Vehicle Division county code. See the discussion of COUNTY.

1	Santa Fe	12	San Miguel	23	Hidalgo
2	Bernalillo	13	McKinley	24	Guadalupe
3	Eddy	14	Valencia	25	Socorro
4	Chaves	15	Otero	26	Lincoln
5	Curry	16	San Juan	27	De Baca
6	Lea	17	Rio Arriba	28	Catron
7	Dona Ana	18	Union	29	Sandoval
8	Grant	19	Luna	30	Mora
9	Colfax	20	Taos	31	Harding
10	Quay	21	Sierra	32	Los Alamos
11	Roosevelt	22	Torrance	33	Cibola

Source: TSTATB Accident file Record 0 Location 27-28

1.1.12 DAY OF WEEK

Location = 12-14 Length = 3 Type = N Form = CH

Name = **DAY** Format: **DAYW.** SAS form = N

No problems found with DAY.

1	Sunday
2	Monday
3	Tuesday
4	Wednesday
5	Thursday
6	Friday
7	Saturday

Source: TSTATB Accident file Record 0 Location 29

1.1.13 HIGHWAY ELEMENT CODE

Location = 15-17 Length = 3 Type = N Form = CH

Name = **ELEMENT** Format: **ELEMENT.** SAS form = N

ELEMENT is not very accurate. It depends on the judgment of the reporting officer.

- 1 Intersection
- 2 Non-intersection
- 3 Intersection related
- 4 Driveway access
- 5 Railroad crossing
- 6 Bridge, overpass, culvert
- 7 Crossover-divided roadway (or driveway access)
- 8 Underpass
- 9 Alley
- 0 Not stated

Source: TSTATB Accident file Record 0 Location 30

1.1.14 ROADWAY RELATION

Location = 18-20 Length = 3 Type = N Form = CH

Name = **ROADREL** Format: **ROADREL.** SAS form = N

No problems found.

- 1 First harmful event was on the roadway
- 2 First harmful event was off the roadway

Source: TSTATB Accident file Record 0 Location 55

1.1.15 ACCIDENT CLASSIFICATION

Location = 21-23 Length = 3 Type = N Form = CH

Name = **CLASS** Format: **CLASS.** SAS form = N

This is the classification of the first harmful event, which can sometimes hide important events that may have occurred after this.

01	Overturn	07	Railroad train
02	Other non-collision	08	Pedalcyclist
03	Pedestrian	09	Animal
04	Other vehicle	10	Fixed object
05	Vehicle on other roadway	11	Other object
06	Parked vehicle	00	Other

* See NSC traffic accident manual for definitions

Source: TSTATB Accident file Record 0 Location 56-57

1.1.16 ACCIDENT ANALYSIS

Location = 204-206 Length = 3 Type = N Form = CH

Name = **ANALYSIS** Format: **ANALYSIS.** SAS form = N

This item is coded in conjunction with item 15 (CLASS) and is represented as a four-digit concatenation of the CLASS value with the ANALYSIS code.

For every year, there are some cases where no class was coded, yet a one to two digit number for analysis was. In 1977 there was one case of this, 27 cases in 1978, six in 1979, five in 1980, five in 1992, one in 1993, two in 1994, seven in 1995, one in 1996, 25 in 1998.

In the 1977 through 1979 data, COG didn't report specific fixed objects. All fixed object accidents for this period in Bernalillo county are coded 1000. In 1980 COG started coding all fixed object codes.

OVERTURN (01)

- 00 Not known or stated
- 01 Right side of road
- 02 Left side of road
- 03 On the road

OTHER NON-COLLISION (02)

- 01 All other non-collision
- 02 Fire in vehicle (not the result of accident)
- 03 Person falling, jumping, or being pushed from vehicle
- 04 Trailer jackknifed
- 05 Vehicle ran across open area (didn't hit a fixed object)
- 06 Vehicle downhill into canyon/ravine
- 07 Submersion in water – arroyo
- 08 Submersion in water – dip in road
- 09 Submersion in water – irrigation canal/ditch
- 10 Submersion in water – lake
- 11 Submersion in water – pond
- 12 Submersion in water – river
- 21 Vehicle breakage resulting in injury or further damage
- 22 Accidental carbon monoxide poisoning
- 23 Explosion of any part of the vehicle
- 24 Object or load falling in or from the vehicle
- 25 Occupant hit by object in the vehicle
- 26 Occupant thrown against part of the vehicle

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3.1.16.1 ACCIDENT ANALYSIS (continued)

- 27 Injury/damage from moving part of the vehicle
- 28 Injury or damage by object thrown into vehicle
- 29 Toxic or corrosive chemicals leaking out
- 30 Bridge collapses due to vehicle weight
- 31 Roadway collapses due to vehicle weight
- 32 Object falling on vehicle
- 33 Vehicle striking holes or bumps on road surface
- 34 Vehicle towing sled, tube, or other such device

PEDESTRIAN (03)

- 01 Vehicle going straight
- 02 Vehicle turning right
- 03 Vehicle turning left
- 04 Vehicle backing
- 05 All others and not known

COLLISION WITH OTHER VEHICLE (04)

If the accident occurred at INTERSECTION (1), INTERSECTION RELATED (3), or was at an ALLEY JUNCTION coded in item 13

- | | | |
|----|-------------------------|-----------------------|
| 01 | Entering at angle | - Both going straight |
| 02 | " | - One right turn |
| 03 | " | - One left turn |
| 04 | " | - Both turning right |
| 05 | " | - Both turning left |
| 06 | " | - One stopped |
| 07 | " | - All others |
| 08 | From same direction | - Both going straight |
| 09 | " | - One right turn |
| 10 | " | - One left turn |
| 11 | " | - Both turning right |
| 12 | " | - Both turning left |
| 13 | " | - One stopped |
| 14 | " | - Vehicle backing |
| 15 | " | - All others |
| 16 | From opposite direction | - Both going straight |
| 17 | " | - One right turn |
| 18 | " | - One left turn |
| 19 | " | - Both turning left |
| 20 | " | - All others |
| 00 | " | - Not stated |

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3.1.16.2 ACCIDENT ANALYSIS (continued)

If the accident occurred at NON-INTERSECTION (2), DRIVEWAY (4), RAILROAD CROSSING (5), BRIDGE (6), CROSSOVER (7), UNDERPASS (8), or in an ALLEY (9) coded in item 13.

21	Opposite direction	- Head on collision
22	"	- Sideswipe collision
23	Same direction	- Rear end collision
24	"	- Sideswipe collision
25	One car	- Parked improper location
26	"	- Stopped in traffic
27	"	- Entering parked position
28	"	- Forward from parked position
29	"	- Backing from parked position
30	"	- Entering driveway access
31	"	- Leaving driveway access
32	"	- Backing from driveway access
33	"	- Backing from other than driveway
34	All other non-intersection (use for process of u-turns on highway, road, street)	
35	Not stated	
36	"	Stalled in traffic
37	Opposite direction – one vehicle spun on roadway before being hit	
38	Same direction – one vehicle spun on roadway before being hit	
40	Vehicle wrong way on divided highway – ramp used incorrectly	
41	"	- other improper entry
42	"	- U turn from same lanes
43	"	- access to road unknown
50	Parts – tire	
51	Parts – lug nuts/wheel parts	
52	Parts – miscellaneous vehicle parts	
53	Trailer disconnected	
54	Towed vehicle disconnected	
55	Vehicle load fell – gravel/rocks	
56	"	- construction materials
57	"	- trash/branches/etc.
58	"	- furniture
59	"	- all other
60	Gravel/rocks from roadway	
61	Snow/ice/slush	
62	Water	

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3.1.16.3 ACCIDENT ANALYSIS (continued)

COLLISION WITH VEHICLE ON OTHER ROADWAY (05)

- 01 Vehicle other roadway – NS
- 02 Vehicle crossed intersection gore area
- 03 Vehicle crossed shoulder to other roadway
- 04 Vehicle crossed median – out of control
- 05 " - making a U turn
- 06 " - all others
- 10 Circumstances not stated
- 20 Parts – tire
- 21 Parts – lug nuts/wheel parts
- 22 Parts – miscellaneous vehicle parts
- 23 Trailer disconnected
- 24 Towed vehicle disconnected
- 25 Vehicle load fell – gravel/rocks
- 26 " - construction material
- 27 " - trash/branches/etc.
- 28 " - furniture
- 29 " - all other
- 30 Gravel/rocks from roadway
- 31 Snow/ice/slush
- 32 Water

PARKED VEHICLE (06)

- 00 Not known or stated
- 01 Vehicle parked in proper location
- 02 Vehicle parked in improper location
- 03 Vehicle backing into parked vehicle
- 04 All others

RAILROAD TRAIN (07)

- 00 Not known or stated
- 01 Vehicle struck train
- 02 Train struck vehicle
- 03 Vehicle parked or stranded on tracks
- 04 Train derailed and struck vehicle
- 05 Other motorized railway device on tracks

PEDALCYCLIST (08)

- 00 Not stated
- 01 Vehicle struck cyclist from behind
- 02 Vehicle struck cyclist head on
- 03 Vehicle struck cyclist at angle
- 04 Cyclist struck vehicle

3.1.16.4 ACCIDENT ANALYSIS (continued)

ANIMAL (09)

- 00 Not stated
- 01 Domestic animal (Cattle, horse, pigs, etc.)
- 02 Game animal (deer, elk, etc.)
- 03 Other animal (dogs, cats, etc.)
- 04 Bird
- 11 Cow
- 12 Horse
- 13 Pig
- 14 Sheep
- 15 Goat
- 21 Deer
- 22 Elk
- 23 Bear
- 24 Antelope
- 25 Cougar
- 31 Dog
- 32 Cat
- 33 Porcupine
- 34 Skunk
- 35 Badger
- 36 Coyote
- 41 Eagle
- 42 Hawk
- 43 Crow
- 44 Buzzard

COLLISION WITH FIXED OBJECTS (10)

- 00 Other and not stated
- 01 Abutment or pier
- 02 Barricade
- 03 Bridge
- 04 Building
- 05 Cattle guard
- 06 Construction material or equipment
- 07 Culvert or drain pipe (cement)
- 08 Ditch

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3.1.16.5 ACCIDENT ANALYSIS (continued)

- 09 Drain or drain cover (man holes)
- 10 Embankment
- 11 Equipment (work or construction)
- 12 Fence (wood, brick, stone)
- 13 Fire hydrant
- 14 Guard or reflector posts
- 15 Gas meter
- 16 Guard rail
- 17 Guard rail at bridge or culvert
- 18 Hydro cells or tor shok device
- 19 Light standard (light pole)
- 20 Median (raised) or curb
- 21 Sign or sign post (traffic)
- 22 Sign or sign post (commercial)
- 23 Tree
- 24 Utility post or telephone pole
- 25 Traffic signal standard
- 26 Parking meter
- 27 Fence (barbed wire)
- 28 Boulder/rocks
- 29 Cliff wall
- 30 Dry arroyo
- 31 Dry irrigation ditch
- 32 Dumpster/trash receptacles
- 33 Embankment – earth
- 34 Embankment - rock/stone
- 35 Embankment - manmade - concrete, wire mesh
- 36 Embankment - material type unknown
- 37 Mailbox
- 38 Man-made items (phone boxes, picnic tables, etc.)
- 39 Overhead wires
- 40 Overpass
- 41 Railroad gate
- 42 Railroad signals/signs
- 43 Railroad track
- 44 Roadway divider - concrete Jersey bounce
- 45 Roadway divider - concrete wall
- 46 Roadway divider – fence
- 47 Shrubs/vegetation

3.1.16.6 ACCIDENT ANALYSIS (continued)

OTHER OBJECTS (11)

- 00 Not stated
- 10 Animal drawn vehicle
- 11 Animal with rider
- 12 Street car
- 13 Railway devices moved by human power
- 21 Object dropped from vehicle - construction material
- 22 " - furniture
- 23 " - load from large trucks
- 24 " - trash, branches, etc.
- 25 " - tire
- 26 " - vehicle part
- 27 " - all other
- 30 Fallen tree
- 31 Boulder, rock
- 32 Landslide material
- 33 Avalanche material
- 34 Other material resulting from landslide, flood, wind, etc.

Source: TSTATB Accident file Record 0 Location 58-59

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1.1.17 LIGHTING

Location = 39-41 Length = 3 Type = N Form = CH

Name = **LIGHT** Format: **LIGHT.** SAS form = N

Every year about 0.2 percent is coded zero. Accuracy is questionable. Often it may be coded according to conditions when the officer got there - not when the accident occurred.

- 1 Daylight
- 2 Dawn
- 3 Dusk
- 4 Dark (lighted)
- 5 Dark (not lighted)
- 6 Other or not stated

Source: TSTATB Accident file Record 0 Location 87

1.1.18 WEATHER

Location = 42-44 Length = 3 Type = N Form = CH

Name = **WEATHER** Format: **WEATHERS.** SAS form = N

No problems found.

- 0 Not stated
- 1 Clear
- 2 Raining
- 3 Snowing
- 4 Fog
- 5 Dust
- 6 Wind
- 7 Other

Source: TSTATB Accident file Record 0 Location 88

1.1.19 ROAD CHARACTER

Location = 45-47 Length = 3 Type = N Form = CH

Name = **CHARACT** Format: **CHARACT.** SAS form = N

One miscode (a 3) in 1978.

- 0 Not stated
- 1 Straight
- 2 Curve

Source: TSTATB Accident file Record 0 Location 89

1.1.20 ROAD GRADE

Location = 48-50 Length = 3 Type = N Form = CH

Name = **GRADE** Format: **GRADE.** SAS form = N

One miscode (5) in 1978.

- 0 Not stated
- 1 Level
- 2 Hillcrest
- 3 On grade
- 4 Dip

Source: TSTATB Accident file Record 0 Location 90

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1.1.21 ADMINISTRATIVE ROUTE

Location = 152-155 Length = 4 Type = N Form = CH

Name = **ROUTE** Format: **\$4.** SAS form = A

This is the administrative route code indicating accident location. Full description of the codes is available in a separate document available from the Division of Government Research. ROUTE is very good - no problems were found.

Examples of codes are:

<u>Code</u>	<u>Status</u>	<u>Highway</u>	
0401	1-4, or 7	I-40	Federal aid interstate - FAI (purple)
0311		US666	Federal aid primary - FAP (green)
1217	5	NM176	Federal aid secondary - FAS (red)
2042		NM42	Other state roads (brown)
3000			All local roads
4000	5		Federal aid urban (state) FAU (blue)
4000	6		Federal aid urban (local) FAU (orange)
6000			Municipal arterial project MAP (pink)
7032		INDIAN 32	Tribal or BIA
8145		FR 145	Forest service
9206	A	CR 206A	County roads according to district

Source: TSTATB Accident file Record 0 Location 120-123

1.1.22 ROUTE STATUS

Location = 156 Length = 1 Type = N Form = CH

Name = **STATUS** Format: **\$STATUS.** SAS form = A

Because of a variety of county road numbering schemes, any alpha or numeric character is possible in this field.

0	No status
1,2,3	Interstate routes in various stages of completion
4	Other incomplete interstate and primary loops
5	All federal aid secondary routes
6	Federal aid urban route – state and local
7	Interstate frontage road (including some of US66, US85)
A,B,C	County roads (generally indicated commission district)

Source: TSTATB Accident file Record 0 Location 124

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1.1.23 MILE LOG

Location = 120-123 Length = 4 Type = N Form = CH

Name = **MILELOG** Format: **6.2** SAS form = N

Five digit mile log of accident with two implied decimal places. MILELOG is usually zero for non-rural accidents (accident location, item 8, not equal to 000). Precision is probably not always to tenths as it should be. In 1977 and 1978 MILELOG appeared in the ASTREET field. See also the discussion of ASTREET. From 1989 to 1998 MILELOG is roughly 70 percent missing.

Source: TSTATB Accident file Record 0 Location 31-35

1.1.24 MILE POST

Location = 124-127 Length = 4 Type = N Form = CH

Name = **MILEPOST** Format: **6.2** SAS form = N

Five digit mile post of accident with two implied decimal places. MILEPOST is usually zero for non-rural accidents (accident location, item 8, not equal to 000). MILEPOST is inaccurate. It is not used for primary locational purposes, just as a cross check. Milepost markers are incorrect by as much as a mile. In 1977 and 1978 MILEPOST appeared in the BSTREET field. See also the discussion of ASTREET.

Source: TSTATB Accident file Record 0 Location 40-44

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1.1.25 AMBULANCE NAME

Location = 157-181 Length = 25 Type = A Form = CH

Name = **AMBNAME** Format: **\$25.** SAS form = A

Name of the ambulance service for the accident. Along with misspellings, a serious problem is that standard codes are not used. Generally, for ambulances with at least 15 calls, each service is coded about seven different ways. For example Aircare has 25 different codings, Santa Fe has 40 different codes for SFCAS and nine for Rock Mountain Ambulance Service, Albuquerque has about 50 different ways to code Albuquerque Ambulance Service and 40 for AFD, Las Cruces has six for its ambulance service, Rio Rancho 20 for RRAS, and Roswell has 17. Almost every year there are numbers of one or more digits entered by themselves into this field. Most appear to be the number of the ambulance, but as there are many services that use the same numbering systems, these numbers are not often useful. From 1988 to 1992 there were 13 (as well as one blank and one entry of 2v), 1993 has five, 1994 has six, 1995 has five, 1996 has 1, 1997 has six (one dash and one entry of 4PV), 1998 has eight. The computer can't recognize all of these, so human effort must be used. See DGR's Ambulance service guide.

Abbreviations (which are not always used):

AMB Ambulance
SER Service
ASSO Association
PV Private vehicle
FD Fire department
PD Police department

Source: TSTATB Accident file Record 0 Location 60-84

1.1.26 TIME NOTIFIED

Location = 079-082 Length = 4 Type = N Form = CH

Name = **NOTETIME** Format = **\$4.** SAS form = A

Time of notification of police (military time) . NOTETIME is inaccurate. Sometimes the time notified will be before the time of the accident. More than ten percent have some sort of problem. It is 83.4 percent missing for 1988-1990, and drops off in 1991.

Source: SP Accident File Record 0 Location 91-94

1.1.27 TIME ARRIVED

Location = 083-086 Length = 4 Type = N Form = CH

Name = **ARRTIME** Format = **\$4.** SAS form = A

Time of arrival of police. Generally not accurate, e.g. 87.6 percent missing for 1988-1990, and drops off in 1991.

Source: SP Accident file Record 0 Location 95-98

1.1.28 NUMBER OF OCCUPANTS IN ENTIRE ACCIDENT

Location = 69-71 Length = 3 Type = N Form = PD

No problems found.

Name = TOTAL	Location = 69-71
Name = KILLED Number killed	Location = 72-74
Name = CLASSA Number of class A injuries	Location = 75-77
Name = CLASSB Number of class B injuries	Location = 78-80
Name = CLASSC Number of class C injuries	Location = 81-83
Name = UNHURT Number of uninjured	Location = 84-86

Format: 2. SAS form = N

Source: Program derived

1.1.29 HIGHEST POSTED SPEED

Location = 182-183 Length = 2 Type = N Form = CH

Name = **MAXSPEED** Format: **\$2.** SAS form = A

Zeros and blanks (unknowns) account for fifteen percent of the data. Numbers such as 1, 2, 3, 6, 8, 9, 12, 13, 51 etc., are present. As an example, 32 of these kinds of numbers show up in 1980. Shown as always missing for 1988-1998.

Source: Program derived

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1.1.30 INVOLVEMENT OF NON-LOCAL DRIVERS

Location = 51-53 Length = 3 Type = N Form = CH

Name = **NONLOCAL** Format: **NONLOCAL.** SAS form = N

This field is mainly for picking up out of state involvement which it does well, except for the possibility of false ID's. The distinction between local and non-local in-state is not very precise; it is a quick guess job by the coders who compare the driver's address to the accident location.

- 0 Local
- 1 Out of state
- 2 Non-local in-state
- 3 Both

Source: Program derived

1.1.31 PEDESTRIAN INVOLVEMENT

Location = 93-95 Length = 3 Type = N Form = CH

Name = **PEDINV** Format: **PEDINV.** SAS form = N

This data element with new definition available on SAS file only for Federal Fiscal Year 1984 and following.

- 0 Pedestrian not involved
- 1 Pedestrian involved

* Note: For files prior to FY84, use PEDMC to select for pedestrians, pedalcyclists or motorcycle involvement.

- 0 None
- 1 Motorcycle
- 2 Pedalcycle
- 3 Pedestrian

Source: Program derived

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1.1.32 MOTORCYCLE INVOLVEMENT

Location = 96-98 Length = 3 Type = N Form = CH

Name = **MCINV** Format: **MCINV.** SAS form = N

This field was part of PEDMC field, which was split for Federal Fiscal Year 1984. Only available on SAS files since FY84 and thereafter. See note for item number 31.

- 0 Motorcycle not involved
- 1 Motorcycle involved

Source: Program derived

1.1.33 PEDALCYCLIST INVOLVEMENT

Location = 99-101 Length = 3 Type = N Form = CH

Name = **PECINV** Format: **PECINV.** SAS form = N

This field was part of PEDMC field, which was split for Federal Fiscal Year 1984. Only available on SAS files since FY84 and thereafter.

*See note for item number 31.

- 0 Pedalcyclist not involved
- 1 Pedalcyclist involved

Source: Program derived

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1.1.34 ALCOHOL INVOLVEMENT

Location = 54-56 Length = 3 Type = N Form = CH

Name = **ALCINV** Format: **ALCINV.** SAS form = N

The older data ('77-'78) were inconsistent. Due to better reporting and coding, the 1979-1980 data are much more consistent. This field probably isn't very accurate since it is difficult for the officer to be certain about alcohol involvement.

Highest code from the Detail record: (If more than one code applies, the one with the highest number is used.)

- 0 None indicated
- 1 From sobriety field
- 2 From contributing factors
- 3 Cited for DWI

Source: Program derived

| 1.1.35 HEAVY TRUCK INVOLVEMENT

| Location = 102-104 Length = 3 Type = N Form = CH

| Name = **TRKINV** Format: **TRKINV.** SAS form = N

| This field was added by TSTATB as of July 1, 1984. From 1989 to 1998 TRINV is 3.7 percent present.

- 0 No
- 1 Yes

| Source: Program derived

1.1.36 HAZARDOUS MATERIAL INVOLVEMENT

Location = 105-107 Length = 3 Type = N Form = CH

Name = **HZINV** Format: **HZINV.** SAS form = N

This field was added by TSTATB as of July 1, 1984. From 1989 to 1998 HZINV is 0.009 percent present.

0 No
1 Yes

Source: Program derived

1.1.37 NUMBER OF VEHICLES AND PEDESTRIANS INVOLVED

Location = 57-59 Length = 3 Type = N Form = PD

Name = **NVEH** Format: **2.** SAS form = N

No problems.

Source: Program derived

1.1.38 HIGHEST ENFORCEMENT ACTION

Location = 184 Length = 1 Type = A Form = CH

Name = **MAXENF** Format: **\$ENF.** SAS form = A

Four miscodes found in 1979 and 1980 (M, N, and two V's). From Detail record enforcement action codes:

B Booked
C Citation
W Warning
0 None or not stated
P Pending

Source: Program derived

1.1.39 MAXIMUM VEHICLE DAMAGE

Location = 60-62 Length = 3 Type = N Form = CH

Name = **MAXDAM** Format: **MAXDAM.** SAS form = N

No problems found. Code 5 corresponds to minimal damage, code 6 to maximal. From Detail record vehicle damage codes:

- 1 Disabling damage (cannot be driven)
- 2 Functional damage (affects operation of vehicle)
- 3 Other vehicle damage (usually affects only appearance:
 dents, glass, cracks, trim)
- 4 Other property damage (if no damage to vehicle, damage to
 other property involved)
- 5 No damage (none apparent; usually injury incurred by
 occupant or pedestrian)
- 6 Vehicle caught on fire as a result of the accident

Source: Program derived

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1.1.40 HIGHEST CONTRIBUTING FACTOR IN ACCIDENT

Location = 63-65 Length = 3 Type = N Form = CH

Name = **TOPCFACC** Format: **TOPCF.** SAS form = N

Failure to yield and driver inattention are “catchalls.” Numbers 26, 27 and 28 are confused at times.

These are derived from the contributing factors codes in a priority order provided by the Traffic Safety Bureau. When more than one contributing factor is coded, the one with the lowest number on this list is used.

From the Detail record highest contributing factors field:

- 1 Alcohol involved
- 2 Pedestrian error
- 3 Red light running
- 4 Passed stop sign
- 5 Failure to yield
- 6 Excessive speed
- 7 Too fast for conditions
- 8 Left of center
- 9 Following too close
- 10 Improper turn
- 11 Improper overtake
- 12 Improper lane change
- 13 Improper backing
- 14 Traffic control out
- 15 Defective steering
- 16 Defective brakes
- 17 Defective tires
- 18 Mechanical defect
- 19 Road defect
- 20 Avoid other vehicle
- 21 Avoid other item
- 22 Driverless vehicle
- 23 Skid -- no braking
- 24 Driver inattention
- 25 Improper driving
- 26 Other -- no driver error
- 27 None
- 28 No indication

Source: Program derived

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1.1.41 ROAD SYSTEM

Location = 66-68 Length = 3 Type = N Form = CH

Name = **SYSTEM** Format: **SYS.** SAS form = N

Since SYSTEM is derived from POPGRP and ROUTE, data through 1980 is based on the 1970 census. Starting with calendar 1981 data, 1980 census counts are used. The "urban" category includes interstate routes within cities.

- 1 Rural non-interstate
- 2 Urban (towns of 5,000 or more)
- 3 Rural interstate

Source: Program derived

1.1.42 MAJOR STREET

Location = 185-209 Length = 25 Type = A Form = CH

Name = **ASTREET** Format: **\$25.** SAS form = A

NOTE: Use ASTREET and BSTREET only in conjunction with DGR's Streetname Coding Guide.

Depending on the year and location, ASTREET (and BSTREET) may be coded differently. The file contains records coded by COG if the accident was in Bernalillo county and was recorded by APD or the County Sheriffs office. For Bernalillo accidents reported by the State Police (mostly on NM 14 N-S), TSTATB codes are found.

For the 1979-1980 Albuquerque data, COG codes a five-digit number and TSTATB converts that number to a street name. The first 20 characters are the name itself (numeric streets are entered as 1ST, 2ND, 3RD etc); the next two are an abbreviation (ST, AV, RD, PL, etc.); the next two are the quadrant (NW, SW, NE, SE except for Central which has either E or W and the Railroad tracks, N or S). The last digit is a code that indicates whether it is a road, a river, or a railroad. For other cities in 1979-1980 the coding is the same except that the abbreviation, quadrant, and last digit are left off.

In the 1977-1978 data, ASTREET is 9 characters long and BSTREET is 8. Albuquerque streets are entered with five digit code numbers (not translated by TSTATB, in 1977-1978; documentation for the codes is available from DGR). In other

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1.1.42.1 Major Street (continued)

cities, the street names are spelled out, often incorrectly, as far as they can be in the 9 and 8 character length. In 1977-1978, the ASTREET space also served for MILELOG and BSTREET for MILEPOST.

Until 1981, the Big I area was often coded LPnnNW (or SW, etc.). This is for the light post that the accident was closest to.

There are numerous problems with ASTREET and BSTREET. Misspellings abound, especially for the smaller cities. Along with misspellings, one street may be coded many different ways. For example; 4th street is often coded as SR 85, ALT 85 or US 85. Some streets change names as they go, so synonyms need to be taken into account at certain intersections such as Copper at Carlisle (in Albuquerque), which is also Campus at Carlisle. A street may also have changed names completely and so synonyms would be needed there also. Physical features, business names, park names, things like "canal", "ditch", "dirt" and unrecognizable codes show up in the data. For more details, see DGR's Street name Coding Guide.

For numbered streets in Albuquerque, the abbreviation that should start in column 21 often starts in column 19 or 20. Few street names actually have that last code number for road, river or railroad. COG codes show up in the 1979-1980 data. Bernalillo county interstate accidents often have five digit numbers for the milepost in BSTREET. TSTATB treats these as five digit codes for street names and often wrongly converts them to street names.

For the Big I, codes of I40 and I25 are found in the street name fields. Also, Big I accidents are sometimes coded as the Candelaria intersection off ramp. Another complication is that each ramp has its own five-digit code. Ramp accidents are often coded as being on the freeway. The five-digit code for the freeway sometimes is replaced by I40W, I25N, etc.

Street names for 900, 1980 accidents and some earlier accidents were lost by TSTATB. Most of them were inside Bernalillo County but outside the city limits. It is unknown how many were lost for other years.

Source: TSTATB Accident file Record 0 Location 125-149

1.1.43 SECONDARY STREET

Location = 210-234 Length = 25 Type = A Form = CH

Name = **BSTREET** Format: **\$25.** SAS form = A

Street name of intersection or nearest street for urban accidents only. Names are coded as for item 42.

Source: TSTATB Accident file Record 0 Location 150-174

1.1.44 FUNCTIONAL CLASS OF ROADWAY

Location = 36-38 Length = 3 Type = N Form = CH

Name = **FUNCTCL** Format: **FUNCTCL.** SAS form = N

The urban data can be usable as long as one knows what one is doing and can recode some of the data. For rural data, major and minor are not coded, so the data are essentially unusable. This field was added as of January 1, 1980.

- 0 Unknown
- 1 Rural interstate
- 2 Rural principal arterial non-interstate
- 6 Rural minor arterial
- 7 Rural major collector
- 8 Rural minor collector
- 9 Rural local
- 11 Urban principal arterial-interstate
- 12 Urban principal arterial freeway connecting link
- 13 Urban principal arterial freeway not connecting link
- 14 Urban principal arterial other connecting link
- 15 Urban principal arterial other non connecting link
- 16 Urban minor arterial
- 17 Urban collector
- 19 Urban local

Source: TSTATB Accident file Record 0 Location 175-176

1.1.45 MILES FROM INTERSECTION

Location = 128-131 Length = 4 Type = N Form = CH

Name = **MILES** Format: **3.1** SAS form = N

Distance from the intersection to the closest tenth of a mile. In general, the MILES field is not used. Rarely is it coded to the nearest tenth of a mile as it should be.

Source: TSTATB Accident file Record 0 Location 48-49

1.1.46 FEET FROM INTERSECTION

Location = 111-113 Length = 3 Type = N Form = CH

Name = **FEET** Format: **4.** SAS form = N

Distance from intersection in feet, if specified. Often, FEET is not used or, if it is used, it is expressed as round numbers. It is probably most accurate when the accident was fatal. Numbers greater than 25 feet are probably just eyeball estimates and inaccurate. There is no documented standard for the origin of the intersection to measure from; in fact, most are not measured. A large percentage of the time, the coders guess from the diagram, taking the distance from the cross walk area.

Source: TSTATB Accident file Record 0 Location 50-53

1.1.47 DIRECTION FROM INTERSECTION

Location = 151 Length = 1 Type = A Form = CH

Name = **IDIREC** Format: **\$DIREC.** SAS form = A

IDIREC is left out about 60 percent of the time. Sometimes it is present when FEET is zero. Sometimes it is absent when FEET is nonzero.

Blank	None or not stated
N	North
S	South
E	East
W	West

Source: TSTATB Accident file Record 0 Location 54

|| 1.1.51 DIVIDED HIGHWAY

|| Location = 245 Length = 1 Type = A Form = CH

|| Name = **DIVHWY** Format: **\$1.** SAS form = A

|| Indicates whether the highway is divided or not. Possible values are 0, 1, or 2.

|| Source: TSTATB Accident file Record 0 Location 91

|| 1.1.52 DIVIDED HIGHWAY DIRECTION

|| Location = 246 Length = 1 Type = A Form = CH

|| Name = **DHDIREC** Format: **\$1.** SAS form = A

|| Indicates direction of travel on divided highway. Possible values are E, W, N, S.

|| Source: TSTATB Accident file Record 0 Location 92

|| 1.1.53 STATE HIGHWAY DEPARTMENT DISTRICT

|| Location = 247 Length = 2 Type = N Form = CH

|| Name = **SHDTDIST** Format: **\$2.** SAS form = N

|| State Highway Department district. Possible values range from 1 to 6.

|| Source: TSTATB Accident file Record 0 Location 95

|| 1.1.54 STATE POLICE DISTRICT

|| Location = 248 Length = 2 Type = N Form = CH

|| Name = **SPDIST** Format: **\$2.** SAS form = N

|| SPDIST was added since 1989 or 1990.

|| Source: TSTATB Accident file Record 0 Location 108-109

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