

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

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DETAIL FILE CODES
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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 vehicle level data, along with some accident level data and a few items aggregated up from the occupant level. It contains far more information than the other two files, and is therefore labeled the "detail" file. This file is intended for use in more detailed analyses than are possible with the accident level file.

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 data 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.

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

DETAIL FILE CODES

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package named FORMAT. Steven Flint performed the March, 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 October, 1995 revision performed by John Toops 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 this revision is denoted by vertical bars on the left margin. This
| material became available as of July 1, 1984. All VINA material became available as |
of October, 1987.

Questions and comments regarding this material should directed to Bich-Hahn Nguyen,
Interim Manager, Division of Government Research, (505) 277-3305.

2.1.1 ACCIDENT REPORT NUMBER

Location = 218-223 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

2.1.2 ACCIDENT DATE

Location = 224-231 Length = 6 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, e.g., in 1979 there are some 1978 and some 1967 dates; and date is missing twice in 1990 and four times in 1993. But these are very few and the data are quite useful. 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 = 27-29 |
| 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

2.1.3 REPORTING AGENCY

Location = 0-2 Length = 1 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

2.1.4 ACCIDENT SEVERITY

Location = 3-5 Length = 1 Type = N Form = CH

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

PDO accidents are probably underreported. 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

2.1.5 HIT AND RUN ACCIDENT

Location = 232 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

2.1.6 TIME OF ACCIDENT

Location = 223-236 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

| 2.1.7 HOUR OF ACCIDENT

| Location = 207-209 Length = ? Type = N Form = CH

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

| Hour of the accident. This field is only in SAS file. Only available on SAS file since FY1984.

| Source: Program derived

2.1.8 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), which 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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3.1.8.1 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 |

2.1.9 POPULATION GROUP

Location = 6-8 Length = 2 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

2.1.10 COUNTY

Location = 9-12 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 and Chimayo snakes along the borders of Santa Fe and Rio Arriba counties and may get coded incorrectly. In addition, US 285 snakes along the borders of Taos and Rio Arriba counties and may also get coded incorrectly.

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

Source: Program derived

2.1.11 LICENSE COUNTY

Location = 33-35 Length = 2 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 27-28

2.1.12 DAY OF WEEK

Location = 12-14 Length = 1 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

2.1.13 HIGHWAY ELEMENT CODE

Location = 15-17 Length = 1 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

2.1.14 ROADWAY RELATION

Location = 18-20 Length = 1 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 0 Location 55

2.1.15 ACCIDENT CLASSIFICATION

Location = 21-23 Length = 2 Type = N Form = CH

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

What the first harmful event was. Since this is the first harmful event, it can sometimes hide important events, which may have occurred after this. (See NSC traffic accident manual for definitions.)

| | | | |
|----|--------------------------|----|----------------|
| 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 |

Source: TSTATB Accident file Record 0 Location 56-57

2.1.16 ACCIDENT ANALYSIS

Location = 204-206 Length = 2 Type = N Form = CH

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

This item is coded in conjunction with item 14 (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, one in 1988 and 1989, four in 1990 and 1991, seven in 1992, two in 1993 and 1994, ten in 1995, two in 1996, and 21 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 others
- 02 Fire in vehicle (not the result of accident)
- 03 Person falling from vehicle
- 04 Jackknife
- 05 Across open area
- 06 Into ravine
- 07 Submersion in an arroyo
- 08 Submersion in a dip
- 09 Submersion in a ditch
- 10 Submersion in a lake
- 11 Submersion in a pond
- 12 Submersion in a river
- 21 Vehicle breakage
- 22 Carbon monoxide poisoning
- 23 Explosion
- 24 Falling object
- 25 Hit by object in vehicle
- 26 Occupant thrown against vehicle

2.1.16.1 ACCIDENT ANALYSIS (continued)

- 27 Injury/damage from moving part
- 28 Object thrown in
- 29 Chemical leak
- 30 Bridge collapse – weight
- 31 Road collapse– weight
- 32 Object fell on vehicle
- 33 Holes or bumps
- 34 Towing sled

PEDESTRIAN (03)

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

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 |

2.1.16.2 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 | Other direction – one spun | |
| 38 | Same direction – one spun | |
| 40 | Wrong way - ramp | |
| 41 | Wrong way - other entry | |
| 42 | Wrong way – U turn | |
| 43 | Wrong way – Unknown | |
| 50 | Parts – tire | |
| 51 | Parts – lug nuts | |
| 52 | Parts – miscellaneous | |
| 53 | Loose trailer | |
| 54 | Loose towed vehicle | |
| 55 | Load – gravel | |
| 56 | Load – Const. mtl | |
| 57 | Load – trash | |
| 58 | Load – furniture | |
| 59 | Load – other | |
| 60 | Gravel from road | |
| 61 | Snow/ice/slush | |
| 62 | Water | |

2.1.16.3 ACCIDENT ANALYSIS (continued)

VEHICLE ON OTHER ROADWAY (05)

- 01 Vehicle other roadway – NS
- 02 Crossed gore
- 03 Crossed shoulder
- 04 Cross median ooc
- 05 Cross median U turn
- 06 Cross median unknown
- 10 Vehicle other roadway – NS
- 20 Parts – tire
- 21 Parts – lug nuts
- 22 Parts – miscellaneous
- 23 Loose trailer
- 24 Loose towed vehicle
- 25 Load – gravel
- 26 Load – Const mtl
- 27 Load – trash
- 28 Load – furniture
- 29 Load – other
- 30 Gravel from road
- 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
- 05 Non-train on tracks

2.1.16.4 ACCIDENT ANALYSIS (continued)

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

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

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

2.1.16.5 ACCIDENT ANALYSIS (continued)

- 07 Culvert or drain pipe (cement)
- 08 Ditch
- 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 signpost (traffic)
- 22 Sign or signpost (commercial)
- 23 Tree
- 24 Utility post or telephone pole
- 25 Traffic signal standard
- 26 Parking meter
- 27 Fence (barbed wire)
- 28 Other and not stated
- 29 Cliff wall
- 30 Dry arroyo
- 31 Dry ditch
- 32 Dumpster
- 33 Embankment – rock
- 34 Embankment – concrete
- 35 Embankment – unknown
- 36 Mailbox
- 37 Man-made items
- 38 Overhead wires
- 39 Overpass
- 40 Railroad gate
- 41 Railroad signals
- 42 Railroad track
- 43 Jersey bounce
- 44 Divider wall
- 45 Divider fence
- 46 Shrubs

2.1.16.6 ACCIDENT ANALYSIS (continued)

OTHER OBJECTS (11)

- 00 Not stated
- 01 Animal drawn vehicle / animal with rider
- 02 Objects dropped from other vehicle (not in motion)
- 03 Fallen trees, rocks, or other materials resulting from
landslides, floods, wind, etc.
- 10 Animal drawn vehicle
- 11 Ridden animal
- 12 Street car
- 13 Rail dev human power
- 21 Dropped load – const
- 22 Dropped load – furn
- 23 Dropped load – large trk
- 24 Dropped load – trash
- 25 Dropped tire
- 26 Dropped vehicle part
- 27 Dropped object other
- 30 Fallen tree
- 31 Fallen boulder/rock
- 32 Fallen landslide mtl
- 33 Fallen avalanche mtl
- 34 Fallen other mtl

Source: TSTATB Accident file Record 0 Location 58-59

2.1.17 LIGHTING

Location = 39-41 Length = 1 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

2.1.18 WEATHER

Location = 42-44 Length = 1 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

2.1.19 ROAD CHARACTER

Location = 45-47 Length = 1 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

2.1.20 ROAD GRADE

Location = 48-50 Length = 1 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

2.1.21 ADMINISTRATIVE ROUTE

Location = 237-240 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,B,C | CR 206A | County roads according to district |

Source: TSTATB Accident file Record 0 Location 120-123

Produced by Division of Government Research, UNM
Under a grant from the NM Traffic Safety Bureau
Grant #1-TR-95-01

2.1.22 ROUTE STATUS

Location = 241 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. Status was missing with a frequency of two percent in 1994 and six percent in 1998, otherwise this variable is reliable.

| | |
|-------|--|
| 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 – local and state |
| 7 | Interstate frontage road (including some of US66,US85) |
| A,B,C | County roads - generally indicates commission district |

Source: TSTATB Accident file Record 0 Location 124

2.1.23 MILE LOG

Location = 210-213 Length = 5 Type = N Form = CH

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

Five-digit mile log of the accident with two implied decimal places. MILELOG is usually zero for non-rural accidents (accident location, item 7, not equal to 000). Precision is probably not always to tenths as it should be. MILELOG is missing for roughly eighty percent of the entries. In 1977 and 1978 MILELOG appeared in the ASTREET field. See also the discussion of ASTREET in the Accident Level User's Guide.

Source: TSTATB Accident file Record 0 Location 31-35

2.1.24 MILE POST

Location = 214-217 Length = 5 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 7, 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 in the Accident Level User's Guide.

Source: TSTATB Accident file Record 0 Location 40-44

2.1.25 DIRECTION OF VEHICLE

Location = 242 Length = 1 Type = A Form = CH

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

| | |
|-------|-----------------------------|
| Blank | Not known or does not apply |
| N | North |
| E | East |
| S | South |
| W | West |

Source: TSTATB Accident file Record 1 Location 17

2.1.26 STREET NAME

Location = 243-251 Length = 9 Type = A Form = CH

Name = **STREET** Format: **\$9.** SAS form = A

Since January, 1982, STREET has not be entered on TSTATB files. If you need STREET information use the Accident file. It is the name of the street the vehicle was on at the time of the accident, spelled out as far as possible, omitting "calle", "camino", "st", etc. Because of the nine-character limit and the lack of standardized abbreviations, streetnames may be difficult to identify. Most of Albuquerque streetnames are COG codes, but some names are present. STREET may be useful for looking at specific accidents. For rural accidents, the following abbreviations are used:

| | |
|-----|---------------------------------|
| US | US highway |
| SR | State road |
| CR | County road |
| FSR | Forest service road |
| I | Interstate |
| IR | Indian road, Navajo route, etc. |
| BIA | Bureau of Indian Affairs Route |

"PARKED" is coded for parked vehicles, and "BACKING" is coded if the vehicle was backing.

Source: TSTATB Accident file Record 1 Location 18-26

2.1.27 POSTED SPEED

Location = 252-253 Length = 2 Type = N Form = CH

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

Since January, 1982, SPEED has not been entered by TSTATB. Unknowns (zeros and blanks) account for 22.6 percent of 1980 data. Numbers such as 1, 2, 3, 13, 28, 54, 66 and 81 show up, and although the actual proportion is low (0.1 percent in 1980), there is a wide assortment. Sometimes the vehicle's speed is coded instead of the posted speed.

Source: TSTATB Accident file Record 1 Location 27-28

2.1.28 DRIVER NAME

Location = 254-278 Length = 25 Type = A Form = CH

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

Driver last name, first name, and middle initial, separated by blanks. Blanks, UNK, UNKN, or UNKNOWN is coded if the driver name was unknown. All driver information is blank for parked vehicles.

Before July, 1980, DNAME, DLIC, DTYPE, DRESTR, DBIRTH, and DSSN were all hand coded, hence many typographical errors, misspellings, and oversights are present. Starting in July, 1980, the name, social security number and driver's license number is matched interactively with the MVD driver license file. If any two of these three match, the driver's license number and social security number are coded and the program pulls the rest from the driver license file. If two of three don't match, the license type, residence, and SSN are coded from the UAR and entered. DNAME and DBIRTH are not.

For out-of-state drivers, all of the driver information accepts the driver license number and zip code is coded and entered. Since January, 1982, DNAME for out-of-state drivers has not been entered. DNAME, DBIRTH, and DSSN for out-of-state drivers are not included.

DZIP is not present until FY 1981. It is pulled from the MVD driver license file by the process mentioned above.

Source: TSTATB Accident file Record 1 Location 31-55

2.1.29 DRIVER ZIP CODE

Location = 279-283 Length = 5 Type = A Form = CH

Name = **DZIP** Format: **\$5.** SAS form = A

See DNAME. This field contains the home zip code of the driver, from the MVD driver license file. It is blank for out-of-state and unlicensed drivers.

DZIP is not present prior to the Fiscal year 1981 data. Data are very poor for FY 1981 data.

Source: TSTATB Accident file Record 1 Location 56-60

2.1.30 DRIVER LICENSE NUMBER

Location = 301-313 Length = 13 Type = A Form = CH

Name = **DLIC** Format: **\$13.** SAS form = A

See DNAME. DLIC is the driver license number, generally not including the state of issue, truncated on the right if necessary. The data are better from July 1980 on. Before that there were typos, miscodes and sometimes an incorrect number of digits. DLIC is not present for out-of-state drivers.

Source: TSTATB Accident file Record 1 Location 79-91

DETAIL FILE CODES
 Produced by Division of Government Research, UNM
 Under a grant from the NM Traffic Safety Bureau
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2.1.31 STATE OF ISSUE

Location = 314-315 Length = 2 Type = A Form = CH

Name = **DSTATE** Format: **\$STATE.** SAS form = A

Generally, DSTATE is clean and accurate. Miscodes: an ON in 1978.

| | | | |
|----|----------------------|-------------|-----------------|
| AL | Alabama | NB | Nebraska |
| AK | Alaska | NV | Nevada |
| AZ | Arizona | NH | New Hampshire |
| AR | Arkansas | NJ | New Jersey |
| CA | California | NM | New Mexico |
| CO | Colorado | NY | New York |
| CT | Connecticut | NC | North Carolina |
| DE | Delaware | ND | North Dakota |
| DC | District Of Columbia | OH | Ohio |
| FL | Florida | OK | Oklahoma |
| GA | Georgia | OR | Oregon |
| HI | Hawaii | OT | Other |
| ID | Idaho | PA | Pennsylvania |
| IL | Illinois | RI | Rhode Island |
| IN | Indiana | SC | South Carolina |
| IA | Iowa | SD | South Dakota |
| KS | Kansas | TN | Tennessee |
| KY | Kentucky | TX | Texas |
| LA | Louisiana | UT | Utah |
| ME | Maine | VT | Vermont |
| MD | Maryland | VA | Virginia |
| MA | Massachusetts | WA | Washington |
| MI | Michigan | WV | West Virginia |
| MN | Minnesota | WI | Wisconsin |
| MS | Mississippi | WY | Wyoming |
| MO | Missouri | US | Government |
| MT | Montana | Blank or UK | Unknown or none |

Source: TSTATB Accident file Record 1 Location 92-93

2.1.32 TYPE OF LICENSE

Location = 316 Length = 1 Type = A Form = CH

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

See DNAME.

| | |
|---|---------------------------------|
| O | Operator |
| C | Chauffeur |
| P | Provisional |
| T | Temporary |
| M | Motorcycle |
| S | Motorscooter |
| R | Revoked |
| E | Expired |
| F | Foreign |
| U | Unknown (blank is also unknown) |
| N | None |

Source: TSTATB Accident file Record 1 Location 94

2.1.33 DRIVER RESIDENCE

Location = 317 Length = 1 Type = A Form = CH

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

The percentage of miscodes is small but there are many different ones. All miscodes are in 1979 and 1980. Some examples are: A, C, E, P, R, U, O, 1, 6, and 8. There are a total of 25 miscodes in 1980.

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.

| | |
|---|---|
| L | Local resident (within 25 miles of the accident site) |
| S | State resident |
| O | Out of state resident |
| N | Not stated |

Source: TSTATB Accident file Record 1 Location 95

2.1.34 LICENSE RESTRICTIONS

Location = 69-71 Length = 2 Type = N Form = CH

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

See DNAME. Miscodes: 1, 2 in 1978.

| | |
|-------|-----------------------|
| Blank | Unknown |
| 00 | No restrictions |
| 10 | Glasses |
| 11 | Contact lens |
| 12 | Daylight driving only |
| 13 | Route restrictions |
| 14 | Hand controls |
| 17 | Prosthetic device |
| 18 | Mirrors |
| 19 | Other |

Source: TSTATB Accident file Record 1 Location 96-97

2.1.35 DATE OF BIRTH

Location = 318-323 Length = 6 Type = N Form = CH

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

Driver date of birth in the form mmddyy. See also DNAME.

Source: TSTATB Accident file Record 1 Location 98-103

2.1.36 SOCIAL SECURITY NUMBER

Location = 324-332 Length = 9 Type = N Form = CH

Name = **DSSN** Format: **\$9.** SAS form = A

See also DNAME. DSSN is the driver social security number, or blank if no number was given or the number was incomplete.

Source: TSTATB Accident file Record 1 Location 104-112

2.1.37 VEHICLE YEAR

Location = 333-334 Length = 2 Type = N Form = CH

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

Two digits giving vehicle model year. Before July, 1980, VYEAR, VMAKE, VMODEL, VSTYLE, VLYEAR, VLIC, and VIN were all hand coded and so there was a lot of room for errors. Starting in July, 1980, the coders began taking the license plate number from the UAR and checking it with that on the MVD vehicle master file. If the plate number matches then just the plate number and vehicle make are coded and the program pulls the rest of the variables from the vehicle master file. If the license plate number doesn't match then they check the vehicle identification number (VIN). If this matches they code it and the program pulls the rest as above. If neither the license plate number nor the VIN matches then the coders hand-enter all of the information.

For out-of-state vehicles, all of the vehicle information except VIN and VLIC is coded and entered.

Blanks and zeros signify missing data.

Source: TSTATB Accident file Record 1 Location 113-114

2.1.38 VEHICLE MAKE

Location = 335-338 Length = 4 Type = A Form = CH

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

See also VYEAR. See the National Crime Information Center (NCIC) manual for vehicle make and model codes.

Source: TSTATB Accident file Record 1 Location 115-118

2.1.39 VEHICLE MODEL

Location = 339-341 Length = 3 Type = A Form = CH

Name = **VMODEL** Format: **\$3.** SAS form = A

See also VYEAR. Codes for automobiles can be found in the NCIC manual. For motorcycles and trucks, see the codes on the next page.

For Motorcycles

| <u>Veh Make</u> | <u>Code</u> | <u>Veh Model</u> | <u>Code</u> |
|-----------------|-------------|------------------|-------------|
| BMW | BMW | Motorbicycle | MB |
| Cushman | CUSH | Motorcycle | MC |
| Harley Davidson | HD | Motorscooter | MS |
| Honda | HOND | Motor Guzzi | MOGU |
| Indian | IND | Suzuki | SUZI |
| Kawasaki | KAWK | Tote-Gote | TG |
| Minibike | MK | Vespa | VESP |
| Mo-Ped | MP | Yamaha | YAMA |
| | | When not given | CYCL |

For Trucks

| <u>Veh Make</u> | <u>Code</u> | <u>Model Code</u> |
|-----------------|-------------|-------------------|
| Chevrolet | CHEV | TK |
| Clark | CLAR | TK |
| Datsun | DATZ | TK |
| Diamond-Reo | DIAR | TK |
| Diamond T | DIAT | TK |
| Dodge | DODGE | TK |
| Ford | FORD | TK |
| Freightliner | FRHT | TK |
| GMC | GMC | TK |
| Infinity | | |
| International | INTL | TK |
| Kenworth | KW | TK |
| Lexus | | |
| Mack | MACK | TK |
| Massey-Ferguson | MASS | TK |
| Nissan | | |

2.1.39.1 Vehicle Model (continued)

| <u>Veh Make</u> | <u>Code</u> | <u>Model Code</u> |
|-----------------|-------------|-------------------|
| Peterbilt | PTRB | TK |
| Plymouth | PLYM | TK |
| Reo | REO | TK |
| Toro | TORO | TK |
| Toyota | TOYT | TK |
| White | WHIT | TK |
| Winnebago | WINN | TK |

Source: TSTATB Accident file Record 1 Location 119-121

2.1.40 VEHICLE BODY STYLE

Location = 342-343 Length = 2 Type = A Form = CH

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

See next item for codes. See also VYEAR.

Source: TSTATB Accident file Record 1 Location 129-130

2.1.41 VEHICLE BODY TYPE

Location = 344-345 Length = 2 Type = A Form = CH

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

For automobiles

| <u>Body Style</u> | <u>Code</u> | <u>Body Style</u> | <u>Code</u> |
|------------------------|-------------|---------------------------|-------------|
| Ambulance | AM | NM State Highway | HD |
| Bus (church) | BC | Panel | PN |
| Bus (commercial) | BU | Pickup | PK |
| Bus (commercial) | CB | Pickup-Camper | PM |
| Bus (private) | BP | Police | PE |
| Bus (school) | BS | Public Owned | PO |
| Bus (school) | SB | Roadster | RD |
| Chassis/Chassis Cab | CB | Retractable Hardtop | RH |
| Concrete mixer | CM | Sedan | SD |
| Construction equipment | CS | Sedan 2 Door | 2D |
| Convertible | CV | Sedan 3 Door | 3D |
| Coupe | CP | Sedan 4 Door | 4D |
| Dump | DP | Sports Van | SV |
| Emergency | EM | Stake or rack | ST |
| Farm | FM | State Owned | NM |
| Farm Tractor | TF | State Police | SP |
| Firetruck | FT | Station Wagon | SW |
| Flatbed (covered) | FB | Tank | TN |
| Four-wheel drive veh | LL | Taxi | TX |
| Four-wheel drive veh | WG | Tow or wrecker | TT |
| Garbage | GG | *Tractor Truck (Diesel) | DS |
| Hardtop | HT | *Tractor Truck (Gasoline) | TR |
| Hardtop 2 Door | 2T | *Tractor Truck-Tanker | TA |
| Hardtop 4 Door | 4T | Tractor truck | TR |
| House trailer | HS | Truck (commercial 2-ton) | CL |
| Jeep | JP | Utility | UT |
| Limousine | LM | Van | VN |
| Military | MV | Vanette | VT |
| Motor home | MH | Other | OT |

* Semi

For motorcycles both body style and body type are to be left blank.

2.1.41.1 VEHICLE BODY TYPE (continued)

For trucks

If vehicle model is TK then select one of the following body styles (and one body type if applicable).

Source: TSTATB Accident file Record 1 Location 131-132

2.1.42 VEHICLE LICENSE YEAR

Location = 346-347 Length = 2 Type = N Form = CH

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

The last two digits of the license year. For every year there are a couple of impossible dates, eg, in 1980 there is a 1984 and 13 1982's. See also VYEAR.

Source: TSTATB Accident file Record 1 Location 133-134

2.1.43 VEHICLE LICENSE STATE

Location = 348-349 Length = 2 Type = A Form = CH

Name = **VSTATE** Format: **\$STATE.** SAS form = A

See item 31 for the list of state abbreviations. VSTATE is generally good. Miscodes: IW, PN in 1978.

Source: TSTATB Accident file Record 1 Location 135-136

2.1.44 VEHICLE LICENSE NUMBER

Location = 350-357 Length = 8 Type = A Form = CH

Name = **VLIC** Format: **\$8.** SAS form = A

See VYEAR.

Source: TSTATB Accident file Record 1 Location 137-144

2.1.45 VEHICLE IDENTIFICATION NUMBER

Location = 358-378 Length = 21 Type = A/N Form = CH

Name = **VIN** Format: **\$21.** SAS form = A

See VYEAR.

Source: TSTATB Accident file Record 1 Location 153-173

2.1.46 VINA PROCESSING CODE

Location = 284 Length = 1 Type = N Form = CH

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

| | |
|---------|----------------------------------|
| Blank | Successful processing by VINA |
| 0 | No VIN available |
| 1,3,5,7 | Indeterminate vehicle type error |
| 2,3,6,7 | Invalid make error |
| 4,5,6,7 | Invalid or pre-1971 model year |

Source: TSTATB Accident file Record 1 Location 61

2.1.47 VINA VEHICLE TYPE

Location = 285 Length = 1 Type = N Form = CH

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

| | |
|---|------------|
| P | Passenger |
| T | Truck |
| M | Motorcycle |
| U | Unknown |

Source: TSTATB Accident file Record 1 Location 62

2.1.48 VINA VEHICLE MAKE

Location = 286-290 Length = 5 Type = N Form = CH

Name = **VINAMAKE** Format: **\$5.** SAS form = A

See "Vehicle Identification Number, Analysis System, VINA," VINA manual, by R.L. Polk & Co., pages 23-25.

Source: TSTATB Accident file Record 1 Location 63-67

2.1.49 VINA VEHICLE MODEL YEAR

Location = 291-292 Length = 2 Type = N Form = CH

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

Only the last two digits of the year are used. Valid VINA model year starts from (19)71 forward.

Source: TSTATB Accident file Record 1 Location 68-69

2.1.50 VINA VEHICLE STYLE

Location = 293-294 Length = 2 Type = N Form = CH

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

Blank - not supplied by VINA.

See VINA manual pages 26-28.

Source: TSTATB Accident file Record 1 Location 70-71

2.1.51 VINA VEHICLE MODEL

Location = 295-297 Length = 3 Type = N Form = CH

Name = **VINAMODL** Format: **\$3.** SAS form = A

See VINA manual pages 71-132.

Source: TSTATB Accident File Record 1 Location 72-74

2.1.52 VINA CYLINDERS

Location = 298-299 Length = 2 Type = N Form = CH

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

Number of cylinders. Blank means number of cylinders was not supplied by VINA.

Source: TSTATB Accident file Record 1 Location 75-76

2.1.53 VINA FUEL TYPE

Location = 300 Length = 1 Type = N Form = CH

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

| | |
|---|----------|
| G | Gasoline |
| D | Diesel |
| E | Electric |
| P | Propane |

Note: Methanol in Ford engines is coded as gas.

Source: TSTATB Accident file Record 1 Location 77

2.1.54 TRACTOR

Location = 379 Length = 1 Type = A Form = CH

Name = **VTRACTOR** Format: **none** SAS form = A

Values range from A to T. Use this field with TRAILER below. T indicates unknown tractor type. This field added July 1, 1984 by TSTATB.

Source: TSTATB Accident file Record 1 Location 174

2.1.55 TRAILER

Location = 168-170 Length = 2 Type = N Form = CH

Name = **VTRAILER** Format: **none** SAS form = N

Values range from 1 to 16. This field and the TRACTOR field, above, are to be used together to describe the size of heavy trucks. Appendix A shows silhouettes of tractors and trailers. This field added July 1, 1984 by TSTATB.

Source: TSTATB Accident file Record 1 Location 175-176

2.1.56 CARGO

Location = 380 Length = 1 Type = A Form = CH

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

This field added July 1, 1984 by TSTATB.

Y Yes
N No
U Unknown
() Not indicated

Source: TSTATB Accident file Record 1 Location 177

2.1.57 HAZARDOUS MATERIAL TYPE

Location = 381-388 Length = 2 Type = N Form = CH

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

This field indicates the hazardous material actually in the trailer at the time of accident. The values for this field are the same as "HAZARDOUS MATERIAL PLACARD" below. This field added July 1, 1984 by TSTATB. This field is often missing. Where it exists it agrees with the information from HZPLAQ and HZSPILL.

- | | |
|----|-------------------|
| 1 | Explosive A |
| 2 | Explosive B |
| 3 | Blasting agents |
| 4 | Poison gas |
| 5 | Flammable gas |
| 6 | Non-flammable gas |
| 7 | Chlorine |
| 8 | Oxygen |
| 9 | Flammable |
| 10 | Combustible |
| 11 | Flammable solid |
| 12 | Flammable solid |
| 13 | Oxidizer |
| 14 | Organic peroxide |
| 15 | Poison |
| 16 | Radioactive |
| 17 | Corrosive |
| 18 | Dangerous |
| 98 | Not recorded |
| 99 | Unknown |

Source: TSTATB Accident file Record 1 Location 178-179

2.1.58 HAZARDOUS MATERIAL PLACARD

Location = 389-396 Length = 2 Type = N Form = CH

Name = **HZPLAQ** Format: **HZTYPE.** SAS form = N

Indicates signing of cargo, not necessarily the same as cargo. This field added July 1, 1984 by TSTATB. This field is often missing. Where its exists it appears to be useful and agrees with the other hazardous materials data.

- 1 Explosive A
- 2 Explosive B
- 3 Blasting Agents
- 4 Poison gas
- 5 Flammable gas
- 6 Non-Flammable gas
- 7 Chlorine
- 8 Oxygen
- 9 Flammable
- 10 Combustible
- 11 Flammable Solid
- 12 Flammable Solid (do not use water)
- 13 Oxidizer
- 14 Organic peroxide
- 15 Poison
- 16 Radioactive
- 17 Corrosive
- 18 Dangerous
- 98 space
- 99 Unknown

Source: TSTATB Accident file Record 1 Location 180-181

2.1.59 HAZARDOUS MATERIAL SPILLED

Location = 397 Length = 1 Type = A Form = CH

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

This field added July 1, 1984 by TSTATB. This field is often missing. Where its exists it appears to be useful and agrees with the other hazardous materials data.

Y Yes
N No
U Unknown
() Not indicated

Source: TSTATB Accident file Record 1 Location 152

2.1.60 VEHICLE NUMBER (CAR NUMBER)

Location = 72-74 Length = 2 Type = N Form = CH

Name = **CARNO** Format: **3.** SAS form = N

Follows the sequence used on the accident report: 01, 02, 03, etc.. Pedestrians and pedalcyclists are also to be designated with a car no., but never in the first position, 01.

Source: TSTATB Accident file Record 2 Location 15-16

2.1.61 VEHICLE DAMAGE

Location = 75-77 Length = 1 Type = N Form = CH

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

Notice that damage intensity decreases from 0 to 5 but code 6 corresponds to maximal damage. This field depends on the officer's judgment.

- 0 Not stated
- 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: TSTATB Accident File Record 2 Location 67

2.1.62 LIABILITY INSURANCE

Location = 398 Length = 1 Type = A Form = CH

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

Generally, about 20 percent are coded U. Miscodes: 0,1 in 1978.

- Y Yes
- N No
- U Unknown

Source: TSTATB Accident file Record 2 Location 68

2.1.63 PEDESTRIAN

Location = 399 Length = 1 Type = A Form = CH

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

Although meant to indicate a pedestrian record, PEDFLAG is not reliable as such. COG codes PEDFLAG "yes" for every vehicle involved in pedestrian accidents. Use TYPEV instead. Miscodes: in 1979 one V, in 1980 one O, five P's, two U's.

| | |
|---|-----|
| Y | Yes |
| N | No |

Source: TSTATB Accident file Record 2 Location 69

2.1.64 ROAD CONDITION

Location = 78 Length = 1 Type = N Form = CH

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

Changes in coding forms and in coding habits have caused some sharp fluctuations. For example, in 1977, 5 was not coded at all but in 1978 many were coded and by 1980 there were 739. Problem conditions are understated but the reporting is improving.

| | |
|---|----------------|
| 0 | Not stated |
| 1 | Dry |
| 2 | Wet |
| 3 | Snow |
| 4 | Ice |
| 5 | Loose material |
| 6 | Other |

Source: TSTATB Accident file Record 2 Location 70

2.1.65 ROAD SURFACE

Location = 81-83 Length = 1 Type = N Form = CH

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

Changes in coding forms and in coding habits have caused some sharp fluctuations. For example, in 1977, number 3 was not on the form and hence was not coded. It was later added which resulted in 12,965 codes of 3 in 1978 going up to 22,348 by 1980. Miscodes: a 7 in 1977.

- 0 Not stated
- 1 Paved unstriped
- 2 Paved center stripe
- 3 Paved center and edgeline
- 4 Unpaved

Source: TSTATB Accident file Record 2 Location 71

2.1.66 TRAFFIC CONTROL

Location = 84-86 Length = 1 Type = N Form = CH

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

- 0 Not stated
- 1 No passing zone
- 2 Stop sign
- 3 Traffic signals
- 4 Yield sign
- 5 R.R. Gate
- 6 Four-way stop
- 7 Flashers
- 8 No control
- 9 Other

Source: TSTATB Accident file Record 2 Location 72

2.1.67 ROAD DESIGN

Location = 87-92 Length = 2 Type = N Form = CH

Name = **RDES1 and RDES2** Format: **RDESA.** SAS form = N

Use these together. The number of lanes refers to the number of lanes available for that car's travel. Most rural accidents should be one lane, undivided; there is one lane available although access to another for passing may be present.

Interpretational errors may arise. What is really a one-lane, undivided road may be reported as a two lane, divided, by using the total number of lanes for both directions of travel and assuming that a yellow stripe constitutes division. The coders check for errors like this and correct them, but some may slip by.

- 0 Not stated
- 1 One lane
- 2 Two lane
- 3 Three lane
- 4 Four lane
- 5 Undivided
- 6 Physical divider (large open area or concrete divider)
- 7 Painted divider (painted turning bays, not just painted center stripe)

Source: TSTATB Accident file Record 2 Location 73-74

2.1.68 ROAD DESIGN (II)

Location = 93-98 Length = 2 Type = N Form = CH

Name = **RDES3 and RDES4** Format: **RDESB.** SAS form = N

Use these together.

- 0 Not stated
- 1 One-way
- 2 Ramp
- 3 Freeway
- 4 Undeveloped
- 5 Alley
- 6 Other
- 7 Construction

Source: TSTATB Accident file Record 2 Location 75-76

2.1.69 CONTRIBUTING FACTORS (I)

Location = 99-107 Length = 3 Type = N Form = CH

Name = **CF1, CF2, and CF3** Format: **CFA.** SAS form = N

TOPCFCAR is a much easier field to use. When using CF1-CF9, a good deal of work and CPU time can be wasted since most of these fields will be coded "does not apply". These contributing factors must be used together in the proper sets of three. They are NOT ordered, watch for this, as all possible orderings will exist. For each set of three, the rightmost one is most likely to be coded.

Up to three factors can be used from below:

- 0 Does not apply
- 1 Excessive speed
- 2 Speed too fast for conditions
- 3 Failed to yield right of way
- 4 Passed stop sign
- 5 Disregarded traffic signal
- 6 Drove left of center
- 7 Improper overtaking
- 8 Avoiding contact with other vehicle
- 9 Avoiding contact with pedestrian, animal, etc.

Source: TSTATB Accident file Record 2 Location 77-79

2.1.70 CONTRIBUTING FACTORS (II)

Location = 108-116 Length = 3 Type = N Form = CH

Name = **CF4, CF5, and CF6** Format: **CFB**. SAS form = N

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

- 0 Does not apply
- 1 Followed too closely
- 2 Made improper turn
- 3 Driver inattention
- 4 Under influence of alcohol
- 5 Other improper driving
- 6 Pedestrian error
- 7 Inadequate brakes
- 8 Driverless moving vehicle
- 9 Defective steering

Source: TSTATB Accident file Record 2 Location 80-82

2.1.71 CONTRIBUTING FACTORS (III)

Location = 117-125 Length = 3 Type = N Form = CH

Name = **CF7, CF8, and CF9** Format: **CFC**. SAS form = N

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

- 0 Does not apply
- 1 Defective tires
- 2 Other mechanical defect
- 3 Road defect
- 4 Other - not involving driver error
- 5 Traffic controls not functioning
- 6 Improper lane change
- 7 Improper backing
- 8 None
- 9 Vehicle skidded before applying brakes

Source: TSTATB Accident file Record 2 Location 83-85

2.1.72 DRIVER ACTION (I)

Location = 126-128 Length = 1 Type = N Form = CH

Name = **DACT1** Format: **DACTA.** SAS form = N

The category "does not apply" occurs about 20 percent of the time.

- 0 Does not apply
- 1 Going straight
- 2 Overtaking-passing
- 3 Right turn
- 4 Left turn
- 5 U-turn
- 6 Slowing
- 7 Backing

Source: TSTATB Accident file Record 2 Location 86

2.1.73 DRIVER ACTION (II)

Location = 129-131 Length = 1 Type = N Form = CH

Name = **DACT2** Format: **DACTB.** SAS form = N

The category "does not apply" occurs about 82 percent of the time.

- 0 Does not apply
- 1 Stopped for traffic
- 2 Stopped for sign/signal
- 3 Start in traffic lane
- 4 Start from park
- 5 Parked
- 6 Other

Source: TSTATB Accident file Record 2 Location 87

2.1.74 DRIVER/PEDESTRIAN SOBRIETY

Location = 36-38 Length = 1 Type = N Form = CH

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

- 0 Not stated
- 1 Had been drinking (HBD), obviously drunk
- 2 HBD ability impaired
- 3 Had not been drinking
- 4 Sobriety unknown
- 5 HBD not known if impaired

Source: TSTATB Accident file Record 2 Location 88

2.1.75 PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (I)

Location = 132-137 Length = 2 Type = N Form = CH

Name = **PCOND1** and **PCOND2** Format: **PCONDA.** SAS form = N

Generally, about 99 percent of the data is "Not stated". PCOND depends on the officer's judgment. Use both of these. They are not ordered. PCOND2 is more likely to have information.

- 0 Not stated
- 1 Fatigue-asleep
- 2 Eyesight impaired
- 3 Hearing impaired
- 4 Ill

Source: TSTATB Accident file Record 2 Location 89-90

2.1.76 PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (II)

Location = 138-143 Length = 2 Type = N Form = CH

Name = **PCOND3** and **PCOND4** Format: **PCONDB.** SAS form = N

Generally about 99 percent of the data is either "Not stated" or "No apparent defects". PCOND depends on the officers' judgment. Use PCOND3 and PCOND4 together. Of the two, PCOND4 is more likely to be coded.

- 0 Not stated
- 1 Medication
- 2 Amputee
- 3 No apparent defects
- 4 Other physical impairments

Source: TSTATB Accident file Record 2 Location 91-92

2.1.77 PEDESTRIAN AT INTERSECTION

Location = 144-148 Length = 1 Type = N Form = CH

Name = **PEDACT1** Format: **PEDACTA.** SAS form = N

- 0 Does not apply
- 1 With signal
- 2 Against signal
- 3 No signal
- 4 Diagonal

Source: TSTATB Accident file Record 2 Location 93

2.1.78 PEDESTRIAN NOT AT INTERSECTION (I)

Location = 147-149 Length = 1 Type = N Form = CH

Name = **PEDACT2** Format: **PEDACTB.** SAS form = N

- 0 Does not apply
- 1 From behind car or object
- 2 No crosswalk
- 3 Crosswalk
- 4 Walking with traffic
- 5 Other

Source: TSTATB Accident file Record 2 Location 94

2.1.79 PEDESTRIAN NOT AT INTERSECTION (II)

Location = 150-152 Length = 1 Type = N Form = CH

Name = **PEDACT3** Format: **PEDACTC.** SAS form = N

- 0 Does not apply
- 1 Walking against traffic
- 2 Standing
- 3 Pushing or working on vehicle
- 4 Playing in road

Source: TSTATB Accident file Record 2 Location 95

2.1.80 TRAILER TOWED BY

Location = 153 Length = 1 Type = N Form = CH

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

- 0, Blank Does not apply or not stated
- 1 Car
- 2 Truck
- 3 Tractor (semi)
- 4 Motorcycle
- 5 Other

Source: TSTATB Accident file Record 2 Location 114

2.1.81 ENFORCEMENT ACTION

Location = 400-401 Length = 2 Type = A Form = CH

Name = **ENFACT1** and **ENFACT2** Format: **\$ENF.** SAS form = A

These come in pairs; use both. Up to two actions may be specified, with the most severe action in ENFACT1. Actions will not be repeated (e.g., CC). Miscodes: in 1979 ENFACT1 had one M and one R, ENFACT2 had one 2, in 1980 ENFACT1 had one N, two V's, and one X, ENFACT2 had two L's.

| | |
|---------|--------------------|
| B | Booked |
| C | Citation |
| W | Warning |
| 0,Blank | None or not stated |
| P | Pending |

Source: TSTATB Accident file Record 2 Location 115-116

2.1.82 VIOLATIONS

Location = 402-410 Length = 3 Type = A/N Form = CH

Name = **VIOL1**, **VIOL2** and **VIOL3** Format: **\$VIOL.** SAS form = A

First three citations on accident record. Codes can be found in the Motor Vehicle Division Point Assessment Index.

| | |
|-------------------------|---------------------------|
| AC1 = Acc injury | DI3 = Refuse to test |
| AC2 = Property damage | DI4 = Alcohol minor |
| AC3 = No damage | DI5 = Alcohol adult |
| AC4 = No fault | DI6 = Tribal convict |
| AC5 = Fail to rep. | DI7 = Driving impaired |
| AM1 = Modified suspen. | DS1 = Unable to pass test |
| DE1 = Defect headlights | DS2 = Disable improper |
| DE2 = Defect brakes | DS3 = Disability drowsy |
| DE3 = Defect exhaust | DS4 = Vehicle noise |
| DE4 = Defect tires | DS5 = Refusal exam |
| DE5 = Defect control | EM1 = Vehicle unattended |
| DE6 = Defect other | EM2 = Vehicle overloading |
| DI1 = DWI | EM3 = Towed improper |
| DI2 = Dr. medication | EM4 = Vehicle noise |

2.1.82.1 VIOLATIONS (continued)

- | | |
|--------------------------------|-------------------------------|
| EM5 = Fail to dim lights | MR2 = License invalid |
| EM6 = Use illegal act | MR3 = License not own |
| EM7 = Use without owner | MR4 = Loaning license |
| EM8 = Fail turn lights | MR5 = Dup. License |
| EM9 = Obstruct vision | MR6 = False ID – arrest |
| ER1 = Operate w/o equipment | MR7 = Perjury |
| ER2 = Equip. prohibited | MS1 = Improper start |
| FA1 = Fatal death | MS2 = Improper backing |
| FA2 = Fatal own death | MS3 = Open while move |
| FA3 = Suicide | MS4 = Cross fire hose |
| FE1 = Felony commit | MS5 = Sex in vehicle |
| FE2 = Felony connect | MS6 = Unsafe operation |
| FE3 = Aid & abet felony | MS7 = Improper parking |
| FO1 = Follow too close | PA1 = Pass on hill |
| FO2 = Fail sufficient distance | PA2 = Pass wrong side |
| FO3 = Ambulance chasing | PA3 = Pass without distance |
| FR1 = Unsatisfied judge | PA4 = Pass school bus |
| FR2 = Fail require F.R. | PA5 = Fail to signal pass |
| FR3 = Fail to file F.R. | PA6 = Fail to yield |
| FR4 = Fail file as req. | RK1 = Reckless-driving |
| FR5 = Fail insurance | RK2 = Careless driving |
| FT1 = FTA court | RK3 = Transport hazard |
| HB1 = Hear suspension | RK4 = Coasting |
| HB6 = Speed 71 to 79 | RR1 = Fail file report |
| HB7 = Speed 80 to 89 | RR2 = FTA Trial |
| HB8 = Speed 90 or more | RR3 = Fail surrender |
| HG2 = Hear revocation | RR4 = License in possession |
| HR1 = Failure stop | RR5 = Plate missing |
| HR2 = Fail identity | RR6 = Expired sticker |
| HR3 = Leave after aid | RR7 = Fail remit fine |
| HR4 = Evade road blocks | RT1 = Fail register |
| HR5 = Evade no lights | RT2 = Exp. Registration |
| HR6 = Leaving scene | RT3 = False ID for reg. |
| HR7 = Evade arrest | RT4 = Invalid reg. |
| IL1 = Lane changing | RV1 = Repeat violation |
| IL2 = Fail keep lane | RV2 = Accumulated violation |
| IL3 = Ran off road | RV3 = Admin. Violation |
| IL4 = Drive shoulder | RW1 = Fail yield ambulance |
| IL5 = Improper exit | RW2 = Fail yield sign |
| LI1 = Throw harm sub. | RW3 = Fail yield intersection |
| LI2 = Throw burning sub. | RW4 = Fail yield pedestrian |
| LI3 = Littering | RW5 = Fail yield bus |
| MR1 = False ID license | RW6 = Failure to yield |

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2.1.82.2 VIOLATIONS (continued)

- | | |
|--------------------------|----------------------------|
| SC1 = Instruction | SP7 = Limit |
| SC2 = Fail obey sign | SP8 = Limit |
| SC3 = Prohibited area | SP9 = Speed sch. zone |
| SC4 = Fail warnings | TU1 = Left turn right lane |
| SC5 = Fail safety zone | TU2 = Right turn left lane |
| SC6 = Illegal sign | TU3 = Improper turn |
| SC7 = Fail school signal | VR1 = Drive revoked |
| SH1 = Dr. improve vol. | VR2 = Drive suspended |
| SH2 = Dr. improve sus. | VR3 = License denied |
| SH4 = Fail improve sch. | VR4 = Drive contrary |
| SI1 = Sig reduce speed | VR5 = Drive w/o license |
| SI2 = Wrong signal | VR6 = Allow w/o license |
| SI3 = Fail cancel sig. | WA1 = MVD warn notice |
| SP1 = Drag racing | WA2 = MVD warn notice |
| SP2 = Too fast cond. | WA3 = MVD warn notice |
| SP4 = Speed less min. | WW1 = Wrong one-way |
| SP5 = Erratic speeds | WW2 = Wrong side |
| SP6 = Limit | WW3 = Wrong direction |
| | WW4 = Wrong lane |

Source: TSTATB Accident file Record 2 Location 117-119, 138-140, 159-161

2.1.83 ROAD DEFECTS

Location = 156-158 Length = 1 Type = N Form = CH

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

In all years, greater than 99 percent are coded "Does not apply." ROADCOND may be more useful.

- 0 Does not apply
- 1 Defective shoulders
- 2 Holes in road
- 3 Loose material
- 5 Obstruction
- 6 Flood, rockslide
- 7 Obstructed by previous accident
- 8 Slippery pavement

Source: TSTATB Accident file Record 2 Location 180

The following data items are derived from the original data:

2.1.84 NUMBER OF OCCUPANTS

Location = 51-53 Length = 2 Type = N Form = PD

Formats: **2.** SAS form = N

| | | |
|----------------------------|----------------------|----------------|
| A. Total | Name = TOTAL | Location 51-53 |
| B. Number killed | Name = KILLED | Location 54-56 |
| C. Number class A injuries | Name = CLASSA | Location 57-59 |
| D. Number class B injuries | Name = CLASSB | Location 60-62 |
| E. Number class C injuries | Name = CLASSC | Location 63-65 |
| F. Number not injured | Name = UNHURT | Location 66-68 |

Source: Program derived

2.1.85 TYPE OF VEHICLE

Location = 171-173 Length = 1 Type = N Form = CH

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

TYPEV is fairly accurate, but can be a bit fuzzy, since it is derived from VMAKE, VMODEL and VSTYLE which all have some sort of problem.

| | |
|----|-------------------------|
| 1 | Passenger |
| 2 | Pickup |
| 3 | Semi |
| 4 | Bus |
| 5 | Motorcycle, moped, etc. |
| 6 | Pedalcyclist |
| 7 | Pedestrian |
| 8 | Other |
| 9 | Van or four-wheel drive |
| 10 | Unknown |

Source: Program derived

2.1.86 DRIVER SEAT BELT/HELMET

Location = 174-176 Length = 1 Type = N Form = CH

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

| Blank | Unknown |
|-------|---|
| 0 | Not stated (no helmet for motorcyclist) |
| 1 | Seat belt not installed |
| 2 | Belt installed but not used |
| 3 | Belt installed and used |
| 4 | Shoulder harness installed but not used |
| 5 | Harness installed and used |
| 6 | Combination belt and harness used |
| 7 | Ejected from vehicle |
| 8 | Child restraint used |
| 9 | Air bag deployed |

Source: Program derived from relevant record 3 data

2.1.87 DRIVER AGE

Location = 177-179 Length = 2 Type = N Form = CH

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

There are some very young ages present (1,2,3,4 etc.). For pedalcyclists and pedestrians, DAGE, DSEX, DINJURY are not present until January, 1981.

| | |
|----|-------------|
| 00 | Unknown |
| 99 | 99 and over |

Source: Program derived from relevant record 3 data

2.1.88 DRIVER SEX

Location = 411 Length = 1 Type = A Form = CH

Name = **DSEX** Format: **\$SEX.** SAS form = A

See DAGE.

| | |
|-------|---------|
| Blank | Unknown |
| M | Male |
| F | Female |

Source: Program derived from relevant record 3 data

2.1.89 DRIVER INJURY

Location = 412 Length = 1 Type = A Form = CH

Name = **DINJURY** Format: **\$INJURY.** SAS form = A

See DAGE. Miscodes: a 0 in 1978.

| | |
|-------|-----------------------|
| K | Killed |
| A | Incapacitating injury |
| B | Visible injury |
| C | Complaint of injury |
| O | No apparent injury |
| Blank | Unknown |

Source: Program derived from relevant record 3 data

2.1.90 ALCOHOL INVOLVEMENT

Location = 180-182 Length = 2 Type = N Form = CH

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

The coders generally force SOBRIETY, the contributing factors, and the citation to be internally consistent. For example, if someone is cited for DWI, alcohol involvement is indicated in the contributing factors and the sobriety field. 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

2.1.91 DRIVER BLOOD ALCOHOL TEST TYPES

Location = 159-164 Length = 1 Type = N Form = CH

Name = **DBACT1** and **DBACT2** Format: **BACT.** SAS form = N

DBACT is not present prior to 1980. DBACT1 is the first test given and DBACT2 is the second test given.

- 1 Auto intoximeter
- 2 SM - 7 balloon
- 3 Blood
- 4 Vitreous
- 5 Urine
- 6 Tissue
- 7 Carbon monoxide
- 8 Drugs

Source: Program derived from relevant record 3 data

2.1.92 DRIVER BLOOD ALCOHOL CONTENT

Location = 165-167 Length = 2 Type = N Form = CH

Name = **DBACLEV** Format: **3.2** SAS form = N

DBACLEV is not present prior to 1980.

This is the blood alcohol content expressed as a percentage. Coded (and read by SAS) with an implied decimal point before the two digits. The legal limit for presumption of intoxication (DWI) is 8. If more than one test was given, the highest resulting BAC is coded.

Source: Program derived from relevant record 3 data

2.1.93 PASSENGER SEAT BELT/HELMET

Location = 183-185 Length = 1 Type = N Form = CH

Name = **PBELT** Format: **DBELT.** SAS form = N

Coding as for item 86, pertaining to the right front passenger or the motorcycle passenger.

Source: Program derived

2.1.94 PASSENGER INJURY

Location = 413 Length = 1 Type = A Form = CH

Name = **PINJURY** Format: **\$INJURY.** SAS form = A

Coding as for item 89, pertaining to the right front passenger or the motorcycle passenger.

Source: Program derived

2.1.95 INDICATION OF VEHICLE OR ROAD PROBLEMS

Location = 186-188 Length = 1 Type = N Form = CH

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

Generally, about 97 percent is "None" or "Does not apply".

| | |
|-------|----------------|
| Blank | Does not apply |
| 0 | None |
| 1 | Vehicle defect |
| 2 | Road defect |
| 3 | Both |

Source: Program derived

2.1.96 HIGHEST CONTRIBUTING FACTOR -- CAR

Location = 189-191 Length = 2 Type = N Form = CH

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

These are derived from the contributing factors codes in a priority order. When more than one contributing factor is coded, the one with the smallest number on this list is used.

- 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

2.1.97 HIGHEST CONTRIBUTING FACTOR -- ACCIDENT

Location = 192-194 Length = 2 Type = N Form = CH

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

This field uses the same codes as item 96 above.

Source: Program derived

2.1.98 NUMBER OF CITATIONS FOR VEHICLE

Location = 195-197 Length = 2 Type = N Form = PD

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

Source: Program derived

2.1.99 ROAD SYSTEM

Location = 198-200 Length = 1 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

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