



# New Mexico Traffic Crash Database

## Crash-Level Data Dictionary and User Guide

Publication Date: June 30, 2021

A technical guide to the traffic crash data collected by the New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau.

This document is maintained under contract with NMDOT by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit.

Distributed in compliance with New Mexico Statute 66-7-214 as a reference source regarding New Mexico traffic crashes.





## Introduction

### TYPES OF DATA

The crash data are structured in three levels.

#### **Crash Level**

Crash-level data contains information about the **overall crash**, such as location and date. It also contains the most commonly requested aggregated data, such as **the number of people killed in each crash**. A dataset of crash-level data contains one row for each crash.

#### **Vehicle Level**

Vehicle-level data contains information about each **vehicle** involved in a crash, along with information about the **driver** of each vehicle. **Pedestrians** and **pedalcyclists** are also included as drivers. A dataset of vehicle-level data contains one row for each vehicle. When combining datasets, certain crash-level variables will be repeated for each vehicle in the crash.

#### **Occupant Level**

Occupant-level data contains information about **all people involved in a crash**, both passengers and drivers (including pedestrians and pedalcyclists). A dataset of occupant-level data contains one row for each person involved in a crash. When combining datasets, certain crash-level and vehicle-level variables will be repeated for each person in the crash.

### ENTRIES

Entries in this data dictionary describe and explain the database fields (variables). Each entry describes data that can be displayed in a spreadsheet column. Entries contain the following components.

#### **Full Name**

A name used to describe each entry. This full name is usually more clear than the name given for the database field. The Table of Contents lists all full names in the order they occur in this dictionary.

#### **Database Field**

The field name in the database. Fields are also called variables. Fields are given short names for convenience in the database. An index of database fields in alphabetical order is available on the last page.



### **Type**

Three types of data are contained in the NMDOT crash database: character, numeric, and date. Character fields may contain letters, numbers or other symbols. Numeric fields can contain only numbers. Date fields are special numeric data types. When requesting data, it is important to state your preference for either database codes or conversion to a more clear designation, as described in this dictionary. The conversion is performed by GPS TRU in a SAS database, using the SAS conversion formats listed in this dictionary. Only certain fields have this conversion option.

### **Source**

Field data are usually either gleaned directly from the Uniform Crash Report (UCR form) or derived from the UCR form. For example, the UCR form has a space for the crash date. From the date, the database derives a field specifically for the year. Several derived fields are based on a geographic information system or created during the data entry process. The Source element also indicates whether the variable applies to the crash level, occupant level or vehicle level.

### **Length**

The length indicates the length of the field in SAS.

### **Description**

The description provides an explanation about the field, such as variable options and code explanations. This component may include historical information, if the field was different before the database was changed in 2012. For databases older than 2012, see the previous data dictionary.

### **KEY**

The key is the number by which a particular record is identified in the database. In the case of reports in the NMDOT crash database, the UCR Number, Vehicle Number, and Person Number are the primary information used to identify and call each unique database record. For multi-year datasets, the Year must also be a key, because occasionally an identical UCR Number will be used in different years.

### **CODES FOR DATA QUALITY**

Starting in 2013, codes were added for monitoring data quality.

**98 or IC** = Indicates the UCR form contained an **invalid code** for that field.

**99 or LB** =Indicates the field on the UCR form was **left blank**.

In fields where 98 and 99 can be valid (for example, age), codes such as 999 and 998 are used. The pre-2013 values for missing data (blank, null) are gradually being converted to value 99.



## Table of Contents

**INTRODUCTION..... 2**

**TABLE OF CONTENTS..... 4**

1. CLASSIFICATION – ANALYSIS CODE, ORIGINAL .....8

2. CLASSIFICATION – CRASH CLASSIFICATION .....8

3. CLASSIFICATION – CRASH CLASSIFICATION ANALYSIS CODE .....9

4. CLASSIFICATION – CRASH SEVERITY .....15

5. CLASSIFICATION – FATAL OR INJURY CRASH.....15

6. CLASSIFICATION – FIRST HARMFUL EVENT .....16

7. CLASSIFICATION – FIRST HARMFUL EVENT – ANALYSIS .....16

8. CLASSIFICATION – FIRST HARMFUL EVENT – LOCATION .....18

9. CLASSIFICATION – FIRST HARMFUL EVENT – MANNER OF CRASH .....19

10. CLASSIFICATION – FIRST HARMFUL EVENT – MANNER OF IMPACT .....19

11. CLASSIFICATION – HIT-AND-RUN .....20

12. CLASSIFICATION – OCCURRENCE .....20

13. CLASSIFICATION – PRIVATE PROPERTY .....20

14. CLASSIFICATION – PROPERTY DAMAGE ONLY .....21

15. CLASSIFICATION – SECONDARY .....21

16. CONDITION – LIGHT CONDITION .....22

17. CONDITION – WEATHER .....22

18. CONDITION – WEATHER 2 .....23

19. CONTRIBUTING FACTOR – TOP FACTOR IN CRASH .....23

20. DAMAGE – MAXIMUM DAMAGE .....24

21. INTERNAL – BATCH NUMBER .....24

22. INTERNAL – CLASSIFICATION RESULT.....25

23. INTERNAL – FILE LOCATION.....25

24. INTERNAL – FORM ID KOFAX .....25

25. INTERNAL – FORM METHOD .....26

26. INTERNAL – IMAGE LOCATION .....26

27. INTERNAL – IMAGE LOCATION, APPENDED.....26

28. INTERNAL – KTM USER .....27

29. INVOLVEMENT OF ALCOHOL IN CRASH .....27

30. INVOLVEMENT OF COMMERCIAL MOTOR VEHICLE IN CRASH .....27

31. INVOLVEMENT OF DRUG IN CRASH .....27

32. INVOLVEMENT OF HAZARDOUS MATERIAL IN CRASH.....28

33. INVOLVEMENT OF HEAVY TRUCK IN CRASH .....28

34. INVOLVEMENT OF MOTORCYCLE OR ATV IN CRASH.....28

35. INVOLVEMENT OF NONLOCAL DRIVER IN CRASH .....29

36. INVOLVEMENT OF PEDALCYCLIST IN CRASH .....29

37. INVOLVEMENT OF PEDESTRIAN IN CRASH.....29

38. INVOLVEMENT OF SCHOOL BUS IN CRASH – DIRECTLY INVOLVED .....30



---

39.	INVOLVEMENT OF SCHOOL BUS IN CRASH – INDIRECTLY INVOLVED .....	30
40.	LOCATION – CITY .....	32
41.	LOCATION – COUNTY .....	38
42.	LOCATION – DIRECTION FROM LANDMARK .....	39
43.	LOCATION – DIRECTION OF CRASH .....	39
44.	LOCATION – DISTANCE FROM LANDMARK.....	40
45.	LOCATION – DISTANCE FROM LANDMARK MEASUREMENT UNIT .....	40
46.	LOCATION – DISTRICT .....	40
47.	LOCATION – GIS CITY.....	40
48.	LOCATION – GIS COUNTY .....	41
49.	LOCATION – GIS LATITUDE .....	41
50.	LOCATION – GIS LONGITUDE .....	41
51.	LOCATION – GIS MAINTENANCE DISTRICT.....	41
52.	LOCATION – GIS MILEPOST .....	42
53.	LOCATION – GIS NATIVE AMERICAN RESERVATION .....	42
54.	LOCATION – GIS NEAREST INTERSECTING STREET .....	42
55.	LOCATION – GIS PRIMARY STREET .....	43
56.	LOCATION – GIS ROUTE NAME .....	43
57.	LOCATION – GIS STATE POLICE DISTRICT.....	43
58.	LOCATION – GIS TRANSPORTATION DISTRICT.....	44
59.	LOCATION – GIS URBAN OR RURAL DESIGNATION .....	44
60.	LOCATION – GIS UTM X COORDINATE.....	44
61.	LOCATION – GIS UTM Y COORDINATE.....	44
62.	LOCATION – LANDMARK .....	45
63.	LOCATION – NEAREST INTERSECTING STREET.....	45
64.	LOCATION – ORIGINAL CITY .....	45
65.	LOCATION – ORIGINAL COUNTY.....	45
66.	LOCATION – ORIGINAL LATITUDE .....	45
67.	LOCATION – ORIGINAL LONGITUDE .....	46
68.	LOCATION – ORIGINAL MILEPOST .....	46
69.	LOCATION – PRIMARY STREET (OCCURRED ON) .....	46
70.	LOCATION – ROAD SYSTEM .....	46
71.	LOCATION – TRIBAL JURISDICTION.....	47
72.	LOCATION – URBAN OR RURAL DESIGNATION .....	47
73.	NUMBER OF MOTORISTS.....	47
74.	NUMBER OF MOTORIZED VEHICLES.....	47
75.	NUMBER OF NONMOTORISTS.....	48
76.	NUMBER OF PEOPLE INJURED IN CRASH .....	48
77.	NUMBER OF PEOPLE KILLED IN CRASH .....	48
78.	NUMBER OF PEOPLE UNHURT IN CRASH.....	48
79.	NUMBER OF PEOPLE WITH POSSIBLE INJURIES IN CRASH.....	48
80.	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES IN CRASH .....	49
81.	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES IN CRASH.....	49
82.	NUMBER OF TOTAL PEOPLE IN CRASH.....	49
83.	NUMBER OF VEHICLES .....	49



---

84.	NUMBER OF VEHICLES ORIGINALLY .....	50
85.	OTHER PROPERTY – DESCRIPTION .....	50
86.	OTHER PROPERTY – OWNER ADDRESS .....	50
87.	OTHER PROPERTY – OWNER CITY .....	50
88.	OTHER PROPERTY – OWNER FIRST NAME .....	50
89.	OTHER PROPERTY – OWNER LAST NAME .....	51
90.	OTHER PROPERTY – OWNER MIDDLE NAME .....	51
91.	OTHER PROPERTY – OWNER PHONE .....	51
92.	OTHER PROPERTY – OWNER STATE .....	51
93.	OTHER PROPERTY – OWNER ZIP .....	51
94.	OTHER PROPERTY – PROPERTY TYPE .....	52
95.	OTHER PROPERTY – STATE HIGHWAY PROPERTY .....	52
96.	RECORD ID – UCR NUMBER .....	52
97.	RECORD ID – UCR NUMBER, ORIGINAL .....	53
98.	REPORT – CAD NUMBER .....	53
99.	REPORT – CASE NUMBER .....	53
100.	REPORT – CHECKED BY .....	53
101.	REPORT – DRAWINGS BY .....	53
102.	REPORT – FORM ID .....	54
103.	REPORT – LAW ENFORCEMENT AGENCY .....	54
104.	REPORT – MEASUREMENTS TAKEN BY .....	58
105.	REPORT – NMDOT NUMBER .....	59
106.	REPORT – NOTIFIED BY .....	59
107.	REPORT – NUMBER OF DRAWINGS .....	59
108.	REPORT – OFFICER AT SCENE .....	59
109.	REPORT – OFFICER BADGE NUMBER .....	59
110.	REPORT – OFFICER RANK .....	60
111.	REPORT – OFFICER SIGNATURE PRESENT .....	60
112.	REPORT – STATION REPORT .....	60
113.	REPORT – SUPERVISOR ON SCENE .....	60
114.	REPORT – TRACS DATA .....	60
115.	REPORT – TRACS XSLT VERSION .....	61
116.	REPORT TIMING – DATE ADDED TO DATABASE .....	61
117.	REPORT TIMING – DATE COMPLETED .....	61
118.	REPORT TIMING – DATE ROAD CLEARED .....	62
119.	REPORT TIMING – DATE SCANNED .....	62
120.	REPORT TIMING – DATE STAMPED .....	62
121.	REPORT TIMING – TIME INCIDENT CLEARED .....	62
122.	REPORT TIMING – TIME OFFICER ARRIVED .....	62
123.	REPORT TIMING – TIME OFFICER NOTIFIED .....	63
124.	REPORT TIMING – TIME ROADWAY CLEARED .....	63
125.	ROADWAY – INTERSECTION TYPE .....	63
126.	ROADWAY – RELATION TO JUNCTION .....	64
127.	ROADWAY – ROAD CHARACTER .....	64
128.	ROADWAY – ROAD GRADE .....	65



129.	TIMING – CRASH DATE .....	65
130.	TIMING – DAY OF WEEK .....	65
131.	TIMING – HOUR .....	66
132.	TIMING – MILITARY TIME.....	66
133.	TIMING – MONTH .....	66
134.	TIMING – YEAR .....	67
135.	WITNESS PRESENT .....	67
136.	WORK ZONE .....	67
137.	WORK ZONE – LAW ENFORCEMENT .....	68
138.	WORK ZONE – LOCATION.....	68
139.	WORK ZONE – TYPE.....	68
140.	WORK ZONE – WORKERS PRESENT .....	69
<b>CHANGE RECORD .....</b>		<b>70</b>
<b>INDEX OF DATABASE FIELDS.....</b>		<b>72</b>



**1. Classification – Analysis Code, Original**

Database Field = AnalysisName

Source = UCR form, crash-level variable

Type = Character

Length = 60

This field indicates the analysis code reported on the UCR form. Use the field Analysis, since AnalysisName generally contains only a 2-digit number which, depending on crash classification, can have different meanings. This field is being phased out, with the E July 2018 crash report form, which was introduced in 2020.

**2. Classification – Crash Classification**

Database Field = Class

Source = Crash-level variable

Type = Numeric [Convert from code using SAS format CLASS.]

Length = 3

This field indicates the first harmful event that characterizes the crash type. The Crash Classification field on the UCR sets the limits for options in Analysis Code (immediately below). Starting with crashes in 2014, rollover and overturn crashes are coded separately. This field is being replaced by the field FHE with the E July 2018 crash report form, which was introduced in 2020.

- ✓ Because crash classification only indicates the first harmful event, the classification of pedestrian (code 3) and pedalcyclist (code 8) may not reliably indicate all pedestrian and pedalcyclist-involved crashes. The fields PEDINV and PECINV are more reliable for identifying pedestrian- and pedalcyclist-involved crashes.
- ✓ A rollover is a crash in which a motor vehicle in transport rolls over 360 degrees or more with or without a prior crash. An overturn is a crash in which a motor vehicle in transport overturns at least 90 degrees but less than 360 degrees with or without a prior crash.

Variable Options

- 0 = Other
- 1 = Overturn (*rollover/overturn before 2014*)
- 2 = Other non-collision
- 3 = Pedestrian
- 4 = Other vehicle
- 5 = Vehicle on other roadway
- 6 = Parked vehicle
- 7 = Railroad train
- 8 = Pedalcyclist
- 9 = Animal
- 10 = Fixed object
- 11 = Other object
- 12 = Rollover (*available starting in 2014*)
- 98 = Invalid code
- 99 = Left blank





### 3. Classification – Crash Classification Analysis Code

Database Field = Analysis

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format ANALYSIS.] Length = 8

This field indicates the first harmful event that characterizes the specific manner of the crash type. The Analysis Code is a subfield of Crash Classification, which determines which codes can be used. For example, a crash classified primarily as an Overturn can have only analysis codes that apply to where the overturn happened (Right Side Road, Left Side Road, and On the Road). The Crash Classification identifies the type of crash, and the Analysis Code specifies precisely how the collision occurred. This field is being replaced by the First Harmful Event Analysis field, with the E July 2018 crash report form, which was introduced in 2020.

- ✓ When the Analysis Code list on the crash report is not a valid option for the specified Crash Classification, the crash Analysis Code is changed to 98 during database cleaning to indicate an invalid code.
- ✓ Do not use this field to identify intersection, intersection-related or non-intersection crashes. The March 6, 2009 version of the crash form divided the “Other Vehicle” analysis codes into intersection and non-intersection-related, but these designations are no longer listed on the crash form.
- ✓ The crash classification analysis code field is a concatenation of the crash classification code and the 2-digit analysis code entered by the officer on the crash form. For example, a pedestrian crash (crash classification=3) involving a vehicle going straight (code 01 on the UCR form), will have an analysis code of 301 in the crash database.

#### Variable Options

##### MISSING DATA

98 = Invalid code

99 = Left blank

##### OVERTURN (Crash Classification = 1) (Before 2014, this included rollovers.)

100 = All other/Not stated

101 = Right side of road

102 = Left side of road

103 = On the road

##### OTHER NON-COLLISION (Crash Classification = 2)

201 = All other/Not stated

202 = Fire in vehicle – Not result of crash

203 = Person fell/jumped/pushed from vehicle

204 = Trailer jackknifed

205 = Vehicle ran across open area

206 = Vehicle downhill into canyon/ravine

207 = Submersion in water/arroyo

208 = Submersion in water – Dip in road

209 = Submersion in water – Irrigation canal/ditch

210 = Submersion in water – Lake

211 = Submersion in water – Pond



- 212 = Submersion in water – River
- 221 = Vehicle breakage resulting in injury or damage
- 222 = Accidental carbon monoxide poisoning
- 223 = Explosion of any part of vehicle
- 224 = Object or load falling in or from vehicle
- 225 = Occupant hit by object in vehicle
- 226 = Occupant thrown against part of vehicle
- 227 = Injury or damage from moving part of vehicle
- 228 = Injury or damage by object thrown in vehicle
- 229 = Toxic or corrosive chemicals leaking out
- 230 = Bridge collapse due to vehicle weight
- 231 = Roadway collapse due to vehicle weight
- 232 = Object fell on vehicle
- 233 = Vehicle striking holes or bumps on road surface
- 234 = Vehicle towing sled, tube, or other device

**PEDESTRIAN (Crash Classification = 3)**

- 301 = Vehicle going straight
- 302 = Vehicle turning right
- 303 = Vehicle turning left
- 304 = Vehicle backing
- 305 = All others and not known

**OTHER VEHICLE (Crash Classification = 4)**

- 400 = From opposite direction
  - ✓ After 2012, analysis code 400 (i.e. code 00) often means “All other/not stated”.
- 401 = Both going straight/Entering at angle
- 402 = One right turn/Entering at angle
- 403 = One left turn/Entering at angle
- 404 = Both turning right/Entering at angle
- 405 = Both turning left/Entering at angle
- 406 = One stopped /Entering at angle
- 407 = All others/Entering at angle
- 408 = From same direction/Both going straight
- 409 = From same direction/One right turn
- 410 = From same direction/One left turn
- 411 = From same direction/Both turning right
- 412 = From same direction/Both turning left
- 413 = From same direction/One stopped
- 414 = From same direction/Vehicle backing
- 415 = From same direction/All others
- 416 = From opposite direction/Both going straight
- 417 = From opposite direction/One right turn
- 418 = From opposite direction/One left turn
- 419 = From opposite direction/Both turning left
- 420 = From opposite direction/All others
- 421 = From opposite direction/Head-on collision



- 422 = From opposite direction/Sideswipe collision
- 423 = From same direction/Rear end collision
- 424 = From same direction/Sideswipe collision
- 425 = One vehicle/Parked improper location
- 426 = One vehicle/Stopped in traffic
- 427 = One vehicle/Entering parked position
- 428 = One vehicle/Forward from parked position
- 429 = One vehicle/Back from parked position
- 430 = One vehicle/Entering driveway access
- 431 = One vehicle/Leaving driveway access
- 432 = One vehicle/Backing from driveway access
- 433 = One vehicle/ Backing from other than driveway
- 434 = One vehicle/Making a U-turn
- 435 = One vehicle/Not stated or all other
- 436 = One vehicle/Stalled in traffic
- 437 = From opposite direction – One vehicle spun on roadway before being hit
- 438 = From same direction – One vehicle spun on roadway before being hit
- 440 = Vehicle wrong way on divided highway – Ramp used incorrectly
- 441 = Vehicle wrong way on divided highway – Other improper entry
- 442 = Vehicle wrong way on divided highway – U-turn from same lanes
- 443 = Vehicle wrong way on divided highway – Access to road unknown
- 450 = Parts – Tire
- 451 = Parts – Lug nuts/wheel parts
- 452 = Parts – Miscellaneous vehicle parts
- 453 = Trailer vehicle disconnected
- 454 = Towed vehicle disconnected
- 455 = Vehicle load fell – Loose gravel/rocks
- 456 = Vehicle load fell – Construction materials
- 457 = Vehicle load fell – Trash/branches/etc.
- 458 = Vehicle load fell – Furniture
- 459 = Vehicle load fell – All other
- 460 = Gravel/rocks from roadway
- 461 = Snow/ice/slush
- 462 = Water

VEHICLE ON OTHER ROADWAY (Crash Classification = 5)

- 501 = Two vehicles previously on physically divided road
- 502 = Vehicle crossed intersection gore area
- 503 = Vehicle crossed shoulder to other roadway
- 504 = Vehicle crossed median – Out of control
- 505 = Vehicle crossed median – Making a U-turn
- 506 = Vehicle crossed median – All other
- 510 = Not stated
- 520 = Parts – Tire
- 521 = Parts – Lug nuts/wheel parts
- 522 = Parts – Miscellaneous vehicle parts
- 523 = Trailer disconnected



- 524 = Towed vehicle disconnected
- 525 = Vehicle load fell – Loose gravel/rocks
- 526 = Vehicle load fell – Construction materials
- 527 = Vehicle load fell – Trash/branches/etc.
- 528 = Vehicle load fell – Furniture
- 529 = Vehicle load fell – All other
- 530 = Gravel/rocks from roadway
- 531 = Snow/ice/slush
- 532 = Water

**PARKED VEHICLE (Crash Classification = 6)**

- 600 = Unknown/not stated
- 601 = Vehicle parked in proper location
- 602 = Vehicle parked in improper location
- 603 = Vehicle backed into parked vehicle
- 604 = Parked vehicle disabled or abandoned

**RAILROAD TRAIN (Crash Classification = 7)**

- 700 = Train – Unknown/Not Stated
- 701 = Vehicle struck train
- 702 = Train struck vehicle
- 703 = Vehicle parked or stranded on track
- 704 = Train derailed and struck vehicle
- 705 = Other motorized railway device on tracks

**PEDALCYCLIST (Crash Classification = 8)**

- 800 = Unknown/all other
- 801 = Vehicle struck cyclist from behind
- 802 = Vehicle struck cyclist head on
- 803 = Vehicle struck cyclist at angle
- 804 = Cyclist struck vehicle

**ANIMAL (Crash Classification = 9)**

- 900 = Not stated
- 901 = Domestic animal – Other (cattle, horse, etc.)
- 902 = Game animal – Other
- 903 = Other animal
- 904 = Bird – Other
- 911 = Cattle
- 912 = Horse
- 913 = Pig
- 914 = Sheep
- 915 = Goat (including Ibex)
- 921 = Deer
- 922 = Elk
- 923 = Bear
- 924 = Antelope (including Oryx and Pronghorn)



- 925 = Cougar
- 931 = Dog
- 932 = Cat
- 933 = Porcupine
- 934 = Skunk
- 935 = Badger
- 936 = Coyote
- 941 = Eagle
- 942 = Hawk
- 943 = Crow
- 944 = Buzzard

FIXED OBJECT (Crash Classification = 10)

- 1000 = Unknown/not stated
- 1001 = Abutment or pier
- 1002 = Barricade
- 1003 = Bridge
- 1004 = Building
- 1005 = Cattle Guard
- 1006 = Construction material/equipment
- 1007 = Culvert or drainpipe (cement)
- 1008 = Ditch
- 1009 = Drain or Drain cover (manhole)
- 1010 = Embankment (Earth)
- 1011 = Equipment (work or construction)
- 1012 = Fence (wood, brick, stone)
- 1013 = Fire hydrant
- 1014 = Guard or reflector posts
- 1015 = Gas meter
- 1016 = Guardrail
- 1017 = Guardrail at bridge or culvert
- 1018 = Hydro cell or Tor Shock device
- 1019 = Light standard (light pole)
- 1020 = Median raised or curb
- 1021 = Sign or signpost (traffic)
- 1022 = Sign or signpost (commercial)
- 1023 = Tree
- 1024 = Utility or telephone pole
- 1025 = Traffic signal standard
- 1026 = Parking meter
- 1027 = Barbed-wire fence
- 1028 = Boulder/rocks
- 1029 = Cliff wall
- 1030 = Dry arroyo
- 1031 = Dry irrigation ditch
- 1032 = Dumpster/trash receptacles
- 1033 = Embankment (rock, stone)



- 1034 = Embankment, manmade (concrete, wire mesh)
- 1035 = Embankment (material type unknown)
- 1036 = Mailbox
- 1037 = Manmade items (phone boxes, picnic tables, etc.)
- 1038 = Overhead wires
- 1039 = Overpass
- 1040 = Railroad gate
- 1041 = Railroad signals/signs
- 1042 = Railroad track
- 1043 = Roadway divider – Concrete Jersey bounce
- 1044 = Roadway divider – Concrete wall
- 1045 = Roadway divider – Fence
- 1046 = Shrubs/vegetation

**OTHER OBJECT (Crash Classification = 11)**

- 1100 = Unknown/not stated
- 1101 = Animal drawn/Animal with rider
- 1102 = Object dropped from other vehicle (not in motion)
- 1103 = Fallen trees, rocks (landslide, flood)
- 1110 = Animal-drawn vehicle
- 1111 = Animal carrying a person
- 1112 = Streetcar
- 1113 = Railway devices moved by human power
- 1121 = Object dropped from vehicle – Construction material
- 1122 = Object dropped from vehicle – Furniture
- 1123 = Object dropped from vehicle – Load from large truck
- 1124 = Object dropped from vehicle – Trash, branches, etc.
- 1125 = Object dropped from vehicle – Tire
- 1126 = Object dropped from vehicle – Vehicle part
- 1127 = All other
- 1130 = Fallen tree
- 1131 = Boulder/rock
- 1132 = Landslide material
- 1133 = Avalanche material
- 1134 = Other material resulting from landslide, flood, winds

**ROLLOVER (Crash Classification = 12) (available starting in 2014)**

- 1200 = All other/Not stated
- 1201 = Right side of road
- 1202 = Left side of road
- 1203 = On the road



#### 4. Classification – Crash Severity

Database Field = Severity

Source = Derived, crash-level variable

Type = Numeric [Convert from code using SAS format SEVERITY.] Length = 3

This field indicates the most severe level of injury in a crash and can be either fatal, injury or property damage only (PDO). Use this field to count the number of fatal or injury crashes. This variable is derived using the most-severe injury code reported out of all injury codes reported for the crash.

This is not the number of fatalities or injuries, as multiple people can be killed in a fatal crash, and multiple people can be injured in an injury crash. To count the number of *people* in crashes by level of injury, use the crash-level variables Killed, ClassA, ClassB, ClassC, Unhurt, and Total.

A non-fatal injury crash is a crash involving any injuries that are Class A (suspected serious injury), Class B (suspected minor injury) or Class C (other possible injury).

A PDO crash is entered into the crash database only if the officer at the scene of the crash identified more than \$500 in property damage. Note that PDO crashes are probably under-reported.

##### Variable Options

1 = Fatal crash

2 = Injury crash

3 = Property damage only crash

#### 5. Classification – Fatal or Injury Crash

Database Field = Fatal\_Injury

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format ORIGFI.] Length = 3

This field indicates whether the crash was a fatal or injury crash, as indicated on the UCR form. It may be inaccurate and sometimes left blank. This field became available starting in 2012.

The variable Severity is more accurate because it is derived using the most-severe injury code reported out of all injury codes reported for the crash.

##### Variable Options

1 = Fatal crash

2 = Injury crash

99 = Left blank



## 6. Classification – First Harmful Event

Database Field = FHE

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format FHE.]                      Length = 3

This field indicates the event of the crash that produced the first injury or damage. It is used in conjunction with the FHEAnalysis field. This field is available for crashes reported using the E July 2018 form, which was introduced in 2020.

The FHEAnalysis Code is a subfield of First Harmful Event. That is, the First Harmful Event chosen determines the options that can be used for FHEAnalysis. For example, a crash with a First Harmful Event of 81 – Collision with a Person will have the FHEAnalysis options of 8110 – Pedalcycle, 8115 – Pedestrian, or 8190 – Other Nonmotorist.

### Variable Options

- 81 = Collision with person
- 82 = Collision with animal
- 83 = Collision with motor vehicle
- 84 = Collision with other nonfixed object
- 85 = Noncollision
- 86 = Collision with fixed object
- 89 = Other (Specify in narrative)
- 98 = Invalid code
- 99 = Left blank

## 7. Classification – First Harmful Event – Analysis

Database Field = FHEAnalysis

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format FHEANALYSIS.]                      Length = 8

First Harmful Event – Analysis is a subfield of First Harmful Event. That is, the First Harmful Event chosen limits the possible options that can be used for First Harmful Event Analysis. For example, a crash with a First Harmful Event of 81 – Collision with a Person will have the Analysis options of 8110 – Pedalcycle, 8115 – Pedestrian, or 8190 – Other Nonmotorist. This field replaces the Crash Classification Analysis field, with the E July 2018 crash report form, which was introduced in 2020.

- ✓ When the FHEAnalysis code listed on the crash report is not a valid option for the specified First Harmful Event, the FHEAnalysis code is changed to 9998 during database cleaning to indicate an invalid code.

### Variable Options

#### COLLISION WITH PERSON

- 8110 = Pedalcycle
- 8115 = Pedestrian
- 8190 = Other nonmotorist (wheelchair, skateboard, scooter, Segway, etc.)





COLLISION WITH ANIMAL

- 8210 = Antelope
- 8215 = Bear
- 8220 = Bird – buzzard (turkey, vulture, etc.)
- 8225 = Bird – eagle, hawk, owl
- 8230 = Bird – other
- 8235 = Cattle/Cow
- 8240 = Cougar
- 8245 = Deer
- 8250 = Elk
- 8255 = Horse
- 8260 = Sheep/goat
- 8265 = Small domestic animal (cat, dog, etc.)
- 8270 = Small game animal (badger, bobcat, coyote, fox, racoon, skunk, etc.)
- 8290 = Other large domestic animal (pig, etc.)
- 8295 = Other large game animal (Barbary sheep, ibex, javelina, oryx, etc.)
- 8297 = Other animal (type unknown)

COLLISION WITH MOTOR VEHICLE

- 8310 = Parked motor vehicle
- 8315 = Motor vehicle in transport

COLLISION WITH OTHER NONFIXED OBJECT

- 8410 = Railway vehicle (train, engine)
- 8415 = Struck by falling, shifting cargo or anything set in motion by motor vehicle
- 8420 = Work zone / maintenance equipment
- 8425 = Other nonfixed object (rock, tire, trash, fallen tree, branch, etc.)

NONCOLLISION

- 8510 = Cargo/equipment loss or shift
- 8515 = Fell/jumped from motor vehicle
- 8520 = Fire/explosion
- 8525 = Immersion, full or partial
- 8530 = Jackknife
- 8535 = Overturn/rollover
- 8540 = Thrown or falling object
- 8590 = Other noncollision

COLLISION WITH FIXED OBJECT

- 8604 = Bridge overhead structure
- 8608 = Bridge pier or support
- 8612 = Bridge rail
- 8616 = Cattle guard
- 8620 = Culvert
- 8624 = Curb
- 8628 = Ditch
- 8632 = Embankment



- 8636 = Fence
- 8640 = Fire hydrant
- 8644 = Guardrail end
- 8648 = Guardrail face
- 8652 = Impact attenuator/crash cushion
- 8656 = Mailbox
- 8660 = Median
- 8664 = Traffic barrier, cable
- 8668 = Traffic barrier, concrete
- 8672 = Traffic barrier, other
- 8676 = Traffic sign support
- 8680 = Traffic signal support
- 8682 = Tree (standing)
- 8684 = Utility box
- 8686 = Utility pole/light support
- 8688 = Wall or building
- 8690 = Other post, pole or support
- 8693 = Other vegetation
- 8695 = Other fixed object
- 8699 = Unknown

#### MISSING DATA

- 9998 = Invalid code
- 9999 = Left blank

#### 8. Classification – First Harmful Event – Location

Database Field = FHELocation

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format FHELOCATION.]      Length = 3

This field indicates the location of the first harmful event as it relates to its position within or outside the trafficway, and it adds detail to the Crash Occurrence field. This field for FHELocation is available for crashes reported using the E July 2018 form, which was introduced in 2020.

- ✓ Definition of “trafficway” and “roadway”: A trafficway extends from property line to property line. A roadway is the travel lanes for vehicles. “Outside Trafficway” indicates that the first harmful event did not occur on any landway open to the public for moving persons or property. “Off Roadway – Location Unknown” should be indicated when the first harmful event occurs outside the travel lanes for vehicles in an area where the property line is not clear.

#### Variable Options

- 1 = On roadway
- 2 = On shoulder
- 3 = On median
- 4 = On roadside – right
- 5 = On roadside – left
- 6 = Outside trafficway



- 7 = Off roadway – location unknown
- 8 = In parking lane/zone
- 9 = Gore
- 10 = Separator
- 11 = Continuous left-turn lane
- 98 = Invalid code
- 99 = Left blank

**9. Classification – First Harmful Event – Manner of Crash**

Database Field = FHEMannerCr

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format FHEMANNERCR.] Length = 3

This field indicates the initial relative direction of travel in which two motor vehicles in transport, or a motor vehicle and nonmotorist, initially came together. This field is enabled when the First Harmful Event chosen is Collision with Motor Vehicle or Collision with Person. This field is available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options

- 50 = From same direction
- 60 = From opposite direction
- 70 = Intersecting path (T-bone)
- 98 = Invalid code
- 99 = Left blank

**10. Classification – First Harmful Event – Manner of Impact**

Database Field = FHEImpact

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format FHEIMPACT.] Length = 3

This field indicates the manner in which two motor vehicles in transport, or a motor vehicle and nonmotorist, initially came together, without regard to the direction of force. This field is enabled when the First Harmful Event chosen is Collision with Motor Vehicle or Collision with Person. This field is available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options

- 10 = Front-to-side (ex. T-bone, angle)
- 15 = Front-to-front (ex. head-on)
- 20 = Front-to-rear
- 25 = Rear-to-rear
- 30 = Rear-to-side
- 35 = Sideswipe
- 40 = Other
- 90 = Unknown
- 98 = Invalid code
- 99 = Left blank



### 11. Classification – Hit-and-Run

Database Field = HitRun

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format HITRUN.] Length = 3

This field identifies crashes where the vehicle or the driver of the vehicle in transport is a contact vehicle in the crash and departs the scene without stopping to render aid or report the crash. Hit-and-run crashes in which there is only property damage may be under-reported.

#### Variable Options:

0 = No

1 = Yes

98 = Invalid code

99 = Left blank

### 12. Classification – Occurrence

Database Field = CrashOccurrence

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format ROADREL.] Length = 3

This field indicates roughly where the first harmful event in the crash occurred in relation to the trafficway: whether it occurred on the road itself, or off the roadway (on the shoulder, on the median, etc.). The variable option for “Non-trafficway” is available for crashes reported using the E July 2018 form, which was introduced in 2020. Before the introduction of the E July 2018 form, the formal name of this field was Location of First Harmful Event.

A crash is classified On-roadway if the first harmful event occurs in that portion of the traffic way designed, improved and ordinarily used for vehicular travel. If during the first harmful event of the crash, the motor vehicle occupied any portion of the roadway, the crash should be considered to have occurred on the roadway. Note that it includes the centerline but should exclude the median, shoulder, roadside and sidewalk. Off-roadway applies to any crash in which the first harmful event occurs off the roadway. A crash in which the first harmful event occurs on the shoulder (paved or unpaved), roadside, median, or sidewalk should be classified by the officer as Off-roadway.

#### Variable Options

1 = On roadway

2 = Off roadway

3 = Non-trafficway

98 = Invalid code

99 = Left blank

### 13. Classification – Private Property

Database Field = PrivateProperty

Source = UCR form, crash-level variable

Type = Character [Convert from code using SAS format \$YESNO.] Length = 36

This field indicates whether the crash occurred on private property. This field became available starting in 2012. Generally, private property crashes are not entered in the crash database. Starting in 2014, private property fatal or



injury crashes are entered into the crash database, but are automatically excluded from any analysis because they do not occur on public roadways.

Officers may have a difficult time correctly identifying private-property crashes. A crash should be considered private property if it occurs and is entirely contained within a location that is not owned by the public. If a crash originates on private property but a harmful event occurs on a public roadway, then the crash should be not classified as private property. For example, a crash where a driver loses control of their vehicle backing from their private driveway and impacts a vehicle on the roadway should not be classified as private property. In the reverse, if a vehicle leaves the roadway and impacts a tree in a residential front yard, that should not be classified as private property. A military base or gated community that restricts access is considered private property. On higher education property, however, crashes occurring on roadways, but not in parking lots, that are designed to manage the public traffic flow in and out of the property are considered crashes on public roadways.

Variable Options

- 0 = No
- 1 = Yes
- 98 = Invalid code
- 99 = Left blank

**14. Classification – Property Damage Only**

Database Field = PropertyDamage

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format PROPDAMG.] Length = 8

This field is intended to indicate a crash that did not involve injuries or death but resulted in more than \$500 in property damage (a.k.a. a PDO crash). However, officers often check the property damage boxes when there is both an injury and property damage. Use the field Severity to identify crashes involving only property damage. The field Severity is more reliable than PropertyDamage, because it is derived using the injury codes reported on the UCR. Generally, non-injury crashes that involved less than \$500 in property damage are not entered into the crash database. This field became available starting in 2012.

Variable Options

- 0 = Unknown
- 1 = Under \$500
- 2 = \$500 or more
- 98 = Invalid code
- 99 = Left blank

**15. Classification – Secondary**

Database Field = Secondary

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format YESNO.] Length = 3

This field indicates a crash that occurred due to a prior crash. The crash can occur within a pre-existing crash scene or within a traffic queue in either direction resulting from a prior crash. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.



Variable Options:

- 0 = No
- 1 = Yes
- 98 = Invalid code
- 99 = Left blank

**16. Condition – Light Condition**

Database Field = Light

Source = UCR form, crash-level variable

Type = Numeric [Convert from code using SAS format LIGHT.]      Length = 3

This field indicates the light condition at the time of the crash. Occasionally, this item might be coded according to conditions when the officer arrived at the crash site, not when the crash occurred. Codes 7 and 8 are available for crashes reported using the E July 2018 form, which was introduced in 2020.

Historically, the designations for Other, Unknown, Not Reported, and Missing Data have varied between codes 0, 6, 8, and 99. There has been a gradual effort to more clearly distinguish between “Other” (a checkbox), “Unknown/Not Reported” (also a checkbox), and “Missing data” (the absence of any boxes checked on form). For crashes before 2012, code 0 (zero) was used to report missing data. In 2012, missing data were grouped under code 6 (“Other and not stated”). In 2013, those crashes were designated as code 99 (“Left blank”) to indicate a lack of any box checked. The E July 2018 form, which was introduced in 2020, shortened the definition of code 6 from “Other and not stated” to “Other”, added a checkbox indicated as code 8 (“Unknown or not reported”), and continued the use of code 99 (“Left blank”) to indicate a lack of any light condition box checked.

Variable Options:

- 0 = Missing data (pre-2012 code)
- 1 = Daylight
- 2 = Dawn
- 3 = Dusk
- 4 = Dark – lighted
- 5 = Dark – not lighted
- 6 = Other (“Other and not stated” before the E July 2018 form was introduced in 2020.)
- 7 = Dark – unknown lighting
- 8 = Unknown or not reported
- 98 = Invalid code
- 99 = Left blank

**17. Condition – Weather**

Database Field = Weather

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format WEATHER.]      Length = 3

This field indicates the weather condition at the time of the crash. This item may be coded according to conditions when the officer arrived at the crash site, not when the crash occurred. Before 2013, crashes with missing weather data were assigned code 0 (Not stated).



The 2020 introduction of the E July 2018 crash report form made several changes to this field. The new form added the field Weather2, along with the previous Weather field, so that two weather conditions can be reported. The new form also refined the meaning of Code 5 from “Dust” to “Blowing, Sand, Soil, Dirt”, and refined the meaning of Code 4 from “Fog” to “Fog, Smog, Smoke”. It also added the following new variable options:

- 9 – Blowing Snow
- 10 – Cloudy
- 11 – Severe Crosswind
- 12 – Freezing Rain or Freezing Drizzle

Variable Options

- 0 = Not stated (pre-2012 code)
- 1 = Clear
- 2 = Raining
- 3 = Snowing
- 4 = Fog, Smog, Smoke
- 5 = Blowing, sand, soil, dirt
- 6 = Wind
- 7 = Other
- 8 = Sleet or hail
- 9 = Blowing snow
- 10 = Cloudy
- 11 = Severe crosswind
- 12 = Freezing rain or freezing drizzle
- 98 = Invalid code
- 99 = Left blank

**18. Condition – Weather 2**

Database Field = Weather2

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format WEATHER.] Length = 3

This field indicates a second weather condition at the time of the crash. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020. See Condition – Weather above for variable options.

**19. Contributing Factor – Top Factor in Crash**

Database Field = TopCFacc

Source = Derived, crash-level variable

Type = Numeric [Convert from code with SAS format TOPCF.] Length = 8

This field indicates the top factor contributing to the crash and is derived hierarchically using the following priorities (highest to lowest) out of all the reported factors contributing to a crash that were listed in the Apparent Contributing Factors section of the UCR form. Identification of the top contributing factor may limit identification of other important factors in the crash. To analyze a particular contributing factor, use vehicle-level data, which contains a field for each contributing factor.



- ✓ This field is being phased out with the E July 2018 crash report form, which was introduced in 2020. It will no longer be available (derived) for crashes that occur in 2020 and later.

Variable Options

- |                                      |  |
|--------------------------------------|--|
| 1 = Alcohol/drug involved            | 15 = Defective steering                                  |
| 2 = Pedestrian error                 | 16 = Inadequate brakes                                   |
| 3 = Disregarded traffic signal       | 17 = Defective tires                                     |
| 4 = Passed stop sign                 | 18 = Other mechanical defect                             |
| 5 = Failed to yield right of way     | 19 = Road defect   |
| 6 = Excessive speed                  | 20 = Avoid no contact – (with other) vehicle             |
| 7 = Speed too fast for conditions    | 21 = Avoid no contact – other (pedestrian, animal, etc.) |
| 8 = Drove left of center             | 22 = Driverless moving vehicle                           |
| 9 = Following too closely            | 23 = Vehicle skidded before applying brakes              |
| 10 = Made improper turn              | 24 = Driver inattention (includes cell phone/texting)    |
| 11 = Improper overtaking             | 25 = Other improper driving                              |
| 12 = Improper lane change            | 26 = Other – No driver error                             |
| 13 = Improper backing                | 27 = None  |
| 14 = Traffic control not functioning | 28 = Missing data  |

**20. Damage – Maximum Damage**

Database Field = MaxDam

Source = Derived from vehicle-level record

Type = Numeric [Convert from code with SAS format MAXDAM.] Length = 3

This field indicates the maximum vehicle damage out of all motor vehicles involved in the crash. Code 5 corresponds to minimal damage, and code 6 generally indicates complete destruction by fire. It is derived from the vehicle-level VeDamageExtent field.

Variable Options

- 0 = Missing data
- 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 crash

**21. Internal – Batch Number**

Database Field = SysBatchNumber

Source = Created during data entry process, crash-level variable

Type = Character Length = 25

This field indicates the number assigned to each batch of UCR forms transferred from NMDOT to TRU for data entry. It is for internal data entry purposes. This field became available starting in 2012.





**22. Internal – Classification Result**

Database Field = Classification\_Result

Source = Created during data entry process, crash-level variable

Type = Character

Length = 16

This field indicates the report designation assigned by TRU for internal data entry purposes. Reports received as a database data transfer file (XML file) will not have a value. This field became available starting in 2012.

Variable Options

2005_1CAR	2009B_3CAR	CRASHREPORT
2005_2CAR	2009B_4CAR	CRASHREPORT_1CAR
2005_3CAR	2011_1Car	CRASHREPORT_2CAR
2005_4CAR	2011_2Car	CRASHREPORT_3CAR
2009A_1CAR	2011_3Car	CRASHREPORT_4CAR
2009A_2CAR	2011_4Car	CRASHREPORT_V2
2009A_3CAR	ACR_1Car	TRACS_1Car
2009A_4CAR	ACR_2Car	TRACS_2Car
2009B_1CAR	ACR_3Car	TRACS_3Car
2009B_2CAR	ACR_4Car	TRACS_4Car

**23. Internal – File Location**

Database Field = Loc

Source = Created during data entry process, crash-level variable

Type = Character

Length = 145

This field indicates the network file location of the XML or TXT data file for internal use only. The field contains personal identifiers and is not available for analysis. It became available starting in 2012.

**24. Internal – Form ID Kofax**

Database Field = FormIDKofax

Source = Created during data entry process, crash-level variable

Type = Character

Length = 20

This field indicates the form type template used for data entry. This field is available only for 2012 and 2013.

Variable Options

2005_4CAR	ANYCrashReport_V21
2009A_4CAR	CrashReport_V22
2009B_4CAR	TRACS_CRASHREPORT
ANYCRASHREPORT_4CAR	TRACS_CRASHREPORT_V2



**25. Internal – Form Method**

Database Field = FormMethod

Source = Created during data entry process, crash-level variable

Type = Character

Length = 22

This field indicates the method the agency used to complete the UCR form and submit it to NMDOT for data entry into the crash database. This field became available starting in 2012.

The value “TraCS XML” identifies crash data submitted by law enforcement agencies to NMDOT using a TraCS database data transfer file (XML file) with an accompanying PDF of the crash report. This transfer method produces reliable data because it bypasses the need for scanning and data entry. All other transfer methods require the crash report to be manually scanned and entered into the database. This includes all crash reports submitted electronically to NMDOT as PDF or TIFF files, as well as handwritten reports and hard copy (printouts). The value “TraCS” identifies crash reports submitted to NMDOT as a TraCS hard copy printout or as a PDF created from TraCS with no accompanying XML file. “TraCS” stands for “Traffic and Criminal Software.”

Variable Options

ELECTRONIC

FTP

HANDWRITTEN

TRACS

TRACS XML

TYPED

UNKNOWN

**26. Internal – Image Location**

Database Field = ImageLoc

Source = Created during data entry process, crash-level variable

Type = Character

Length = 345

This field indicates the network file location of the PDF or TIF image of the crash report for internal use only. This field contains personal identifiers and is not available for analysis. This field became available starting in 2012.

**27. Internal – Image Location, Appended**

Database Field = AppendLoc

Source = Derived, crash-level variable

Type = Character

Length = 145

This field indicates the network file location of the combined TraCS PDF image of the crash report, crash diagram and supplemental files. This field contains personal identifiers and is not available for analysis. This field became available starting in 2020.



**28. Internal – KTM User**

Database Field = KTM\_User

Source = Created during data entry process, crash-level variable

Type = Character

Length = 26

This field indicates the data entry operator ID for internal data entry tracking. This field contains personal identifiers and is not available for analysis.

**29. Involvement of Alcohol in Crash**

Database Field = ALCInv

Source = Derived from vehicle-level field DAAlc, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]

Length = 3

This field indicates whether alcohol was involved in the crash. A crash is alcohol-involved when the UCR indicates that 1) a DWI citation was issued, 2) alcohol involvement was a contributing factor to the crash, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol. Includes alcohol use both over and under the legal limit. This is not the number of alcohol-involved drivers in crashes, as there may be multiple drivers under the influence of alcohol in one crash. Before 2012, codes 1, 2 or 3 all indicate alcohol involvement in the crash. The AlcInv field is derived from the vehicle-level DAAlc field.

Variable Options

0 = Not involved

1 = Involved

**30. Involvement of Commercial Motor Vehicle in Crash**

Database Field = CMVInv

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]

Length = 3

This field indicates whether any commercial motor vehicles were involved in the crash. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

- ✓ Data in the field CMVInv comes from a checkbox on the crash report. In comparison, values in the field TRKInv (Heavy Truck Involvement) are derived based on the vehicle body style.

Variable Options

0 = Not involved

1 = Involved

**31. Involvement of Drug in Crash**

Database Field = DRUGInv

Source = Derived, crash-level variable

Type = Numeric[Convert from code with SAS format INV.]

Length = 3

This field indicates whether drugs or medication were involved in the crash. An indication on the UCR that 1) drug involvement was a contributing factor to the crash, or 2) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of drugs. Derived from the vehicle-level variable Drug.



This is not the number of drug-involved drivers in crashes, as there may be multiple drivers under the influence of drugs in one crash. Before 2012, codes 1, 2 or 3 all indicate drug involvement in the crash.

- ✓ Data collection on drug involvement began in 2005. Before 2005, drug involvement was included in alcohol involvement. Reported increases in drug involvement after 2005 may be due to increased use of UCR forms that have “drug-involvement” as an option.

Variable Options

- 0 = Not involved
- 1 = Involved

**32. Involvement of Hazardous Material in Crash**

Database Field = HZinv

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]                      Length = 3

This field indicates whether any hazardous material was involved in the crash. A crash involves hazardous material if any vehicle in the crash is listed as containing a chemical in the HazmatName field or the HazmatPlacard field indicates “Yes.”

Variable Options

- 0 = Not involved
- 1 = Involved

**33. Involvement of Heavy Truck in Crash**

Database Field = TRKinv

Source = Derived from the vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]                      Length = 3

This field indicates whether any heavy trucks were involved in the crash. This is not the number of heavy trucks in the crash, as there may be multiple heavy trucks in one crash. This field is derived from vehicle-level field TypeV = 3, which consists of VeBodyStyle codes MT, T2, T3, TU, TB, TD, TS, TX, TH, UT, UH and HE. Code MT was added to the definition of heavy trucks in 2020.

Variable Options

- 0 = Not involved
- 1 = Involved

**34. Involvement of Motorcycle or ATV in Crash**

Database Field = MCinv

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]                      Length = 3

This field indicates whether any motorcycles or ATVs were involved in the crash. This is not the number of motorcycles or ATVs in crashes, as there may be multiple vehicles of this type in one crash. This field is derived from the vehicle-level field VeBodyStyle (codes MC, MP or AV), or the vehicle-level field DrSeatPos (code MD). With the 2020 introduction of the E July 2018 crash report form, code MP (moped/scooter) was added to the



definition of MCInv. Before 2020, mopeds and scooters were classified under code MC (motorcycle). The term “or ATV” was added in 2020 to clarify the definition, and does not reflect a change in how the field is derived.

Variable Options

- 0 = Not involved
- 1 = Involved

**35. Involvement of Nonlocal Driver in Crash**

Database Field = NonLocal

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format NONLOCAL.] Length = 3

This field indicates involvement of out-of-state drivers in the crash. It is derived from the vehicle-level variable Dresid.

Variable Options

- 0 = In-state drivers (All drivers in crash had a NM license or were NM residents.)
- 1 = Out-of-state drivers (All drivers in crash were out-of-state drivers.)
- 2 = Non-local state drivers (Code no longer used. Drivers are NM residents, but not local residents.)
- 3 = Both local and out-of-state drivers
- 99 = Missing data

**36. Involvement of Pedalcyclist in Crash**

Database Field = PECInv

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format INV.] Length = 3

This field indicates whether any pedalcyclists were involved in the crash. A pedalcyclist is a person riding a mechanism of transport that is powered solely by pedals. This is not the number of pedalcyclists in crashes, as there may be multiple pedalcyclists in one crash. This field is derived from the vehicle-level field DrSeatPos (code PC).

Variable Options

- 0 = Not involved
- 1 = Involved

**37. Involvement of Pedestrian in Crash**

Database Field = PEDInv

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric [Convert from code with SAS format INV.] Length = 3

This field indicates whether any pedestrians were involved in the crash. A pedestrian is a person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash. This is not the number of pedestrians in crashes, as there may be multiple pedestrians in one crash. This field is derived from the vehicle-level field DrSeatPos (codes PD or PO). With the 2020 introduction of the E July 2018 crash report form, DrSeatPos code PO (pedestrian - other) was added to the definition of PEDInv. Before 2020, these pedestrians were classified under code PD.



Variable Options

- 0 = Not involved
- 1 = Involved

**38. Involvement of School Bus in Crash – Directly Involved**

Database Field = SBinv

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]                      Length = 3

This field indicates whether any school buses were directly involved in the crash. “Direct involvement” means the school bus made contact with a motor vehicle, pedestrian or pedalcyclist in the crash. The bus can be either a school bus or a motor vehicle functioning as a school bus for a school-related purpose, with or without any passengers on board. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options

- 0 = Not involved
- 1 = Involved

**39. Involvement of School Bus in Crash – Indirectly Involved**

Database Field = SBinv2

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format INV.]                      Length = 3

This field indicates whether any school buses were indirectly involved in the crash. “Indirect involvement” means the school bus did not contact any motor vehicle, pedestrian or pedalcyclist in the crash. Examples of indirect involvement are instances such as children being struck when boarding or alighting from the school bus, or two vehicles colliding as the result of the stopped school bus. The bus can be either a school bus or a motor vehicle functioning as a school bus for a school-related purpose, with or without any passengers on board. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options

- 0 = Not involved
- 1 = Involved



## **Crash location coding notes**

### **Geocoding**

Field names that begin with “GIS” indicate data that were derived through geocoding, using a geographic information system. Geocoding uses descriptive locational information to assign unique geographic coordinates for each crash. The descriptive crash location data are taken from the Uniform Crash Reports. Starting in 2012, about 95 percent of crashes have enough locational information on the UCR form to allow the crashes to be geocoded and mapped. For crashes before 2012, about 85 percent can be geocoded. Crashes that could not be geocoded usually had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of “First Street” and “a driveway”, or “US 64” without a milepost. All crashes with intersection and address crash descriptions are geocoded using the E911 Roadway basemap shapefile provided by the New Mexico Department of Finance and Administration.

To improve the accuracy of the County and City fields used for analysis, the geocoded value is used whenever possible (GIS\_County, GIS\_CityUSCensus), instead of the county or city originally entered on the UCR form (CountyOrig, CityOrig).

### **AStreet, BStreet, Landmark, and Milepost**

The primary location fields on the UCR form are the name of the road that the crash occurred on (AStreet), the name of the intersecting street (BStreet), and the name of a permanent landmark, intersection or milepost (if not at an intersection). Landmark is available as a new database variable starting in 2012. There are also fields to specify the distance and direction from the intersection, landmark, or milepost. These location fields are the basis of almost all mapped location data in the NMDOT crash database. For most crashes, the original location data used for geocoding are found in the fields CountyOrig, CityOrig, AStreet, and Bstreet or Landmark.

There are numerous problems with AStreet and BStreet. Misspellings abound. Any given street may be described many different ways. For example, US 285 (in Roswell) is often reported as Main Street. Some streets change names, so synonyms need to be taken into account at certain intersections such as Copper at Carlisle (in Albuquerque), which is also Campus at Carlisle. Streets may also change names over time. So synonyms are needed for those cases also. Physical features, business names, park names, expressions such as “canal,” ditch,” “dirt road” and other unclear descriptions also show up in the data.

It can be difficult to accurately locate crashes, because officers’ descriptions in the fields AStreet, BStreet and Landmark are often imprecise. There are a wide variety of ways officers describe street names. For example, crashes involving frontage roads and Interstate ramps are especially problematic to geocode. Crashes on ramps or frontage roadways parallel to an Interstate are sometimes described using the Interstate name and can be difficult to distinguish from crashes occurring on the Interstate. In addition, crashes described as “I-25 Milepost 228 Ramp” or “I-25 and Frontage” are difficult to geocode because there are often four ramps and two frontage roads (one on each side of the Interstate).



**40. Location – City**

Database Field = City

Source = Derived, crash-level variable

Type = Numeric [Convert from code with SAS format CITY. or CITYL.]      Length = 8

This field indicates the city or place (political jurisdiction or U.S. Census-designated place) in which the crash occurred, based on a U.S. Census Bureau list of cities, towns and tribal communities for all of New Mexico. This field indicates whether the area in which the crash occurred is within the city limits of a particular town or city. The field City is derived through geocoding (GIS\_CityUSCensus), or if the crash cannot be geocoded, then City is the city specified on the UCR form (CityOrig).

- ✓ New city codes are in effect. For example, the Albuquerque city code was code 15 and is now code 30. For datasets released before November 2015 that contain a numeric city code, use the city code definitions available in the archived crash-level documentation.
- ✓ Use this variable to analyze crashes by city. It is the most complete and accurate of all the city variables.
- ✓ Before 2012, the City field contains only municipalities and cities with populations above 2,500.
- ✓ A handful of city names are changed during data cleaning. For example, crashes in Los Ranchos de Albuquerque are categorized as occurring in Albuquerque. To find out how they are categorized, see their entry in the list below.
- ✓ New Mexico has a handful of pairs of places with the same name. The smaller of the two is identified by having the county name in parentheses.
- ✓ Some places have underreported crashes because their law enforcement agencies are not very diligent about sending in crash report forms to NMDOT. Some reservation police do not report. Crashes on reservations are identified in the GIS\_NatAmer\_USCensus variable.

Variable Options (in alphabetical order)

0 = None (Not in city)	20 = Alamogordo	48 = Anthony Town
99 = None (obsolete code)	30 = Albuquerque	<i>Categorized as Anthony.</i>
1 = Abeytas	31 = Alcalde	37 = Anton Chico
3 = Abiquiu	29 = Algodones	25 = Anzac Village
6 = Abiquiu Lake	26 = Allison	38 = Apache Creek
2 = Abo	28 = Alto	41 = Aragon
4 = Acoma	32 = Amalia	49 = Arboles
5 = Acomita	35 = Ambrosia Lake	43 = Arenas Valley
8 = Acomita Lake	36 = Amistad	40 = Armijo
<i>Categorized as Acomita.</i>	27 = Anapra	45 = Arrey
9 = Adelino	39 = Ancho	44 = Arroyo del Pueblo
7 = Agua Fria	21 = Angel Fire	47 = Arroyo Hondo
<i>Categorized as Santa Fe.</i>	33 = Animas	46 = Arroyo Seco
10 = Alameda	42 = Antelope Wells	50 = Artesia
16 = Alamillo	34 = Anthony	55 = Atoka
22 = Alamo Navajo		





60 = Atrisco	140 = Carrizozo	220 = Cowles
70 = Aztec	141 = Carson	213 = Coyote
75 = Bard	127 = Casa Blanca	209 = Crossroads
90 = Bayard	139 = Casa Colorada	215 = Crownpoint
96 = Beclabito	142 = Causey	222 = Cruzville
100 = Belen	143 = Cebolla	214 = Crystal
103 = Bellview	148 = Cedar Crest	223 = Cuartelez
104 = Bent	145 = Cedar Grove	216 = Cuba
108 = Berino	146 = Cedar Hill	217 = Cubero
110 = Bernalillo	144 = Cedarvale	218 = Cuchillo
97 = Bibo	149 = Cedro	221 = Cuervo
109 = Bingham	151 = Cerrillos	224 = Cundiyo
102 = Black Rock	152 = Cerro	226 = Cuyamungue
<i>Categorized as Zuni Pueblo</i>	153 = Chacon	225 = Cuyamungue Grant
114 = Blanco	155 = Chama	<i>Categorized as Cuyamungue</i>
115 = Bloomfield	157 = Chamberino	219 = Datil
116 = Bluewater Village	156 = Chamisal	230 = Deming
133 = Boles Acres	162 = Chamita	235 = Derry
<i>Categorized as Alamogordo.</i>	163 = Chamizal	240 = Des Moines
113 = Bosque	154 = Chaparral	250 = Dexter
101 = Bosque Farms	164 = Chical	251 = Dixon
94 = Brazito	165 = Chili	237 = Dog Canyon
107 = Brazos	161 = Chilili	239 = Domingo
117 = Brimhall Nizhoni	158 = Chimayo	253 = Doña Ana
111 = Broadview	166 = Chupadero	<i>Categorized as Las Cruces</i>
105 = Buckeye	159 = Church Rock	249 = Doña Ana Range Camp
106 = Buckhorn	160 = Cimarron	252 = Dora
95 = Budville	897 = City of the Sun	255 = Dulce
124 = Buena Vista	171 = Claunch	256 = Duran
112 = Bueyeros	170 = Clayton	254 = Dusty
122 = Caballo	173 = Cleveland	257 = Eagle Nest
131 = Cañada de los Alamos	175 = Cliff	259 = East Pecos
118 = Canjilon	177 = Clines Corners	261 = Edgewood
129 = Cannon	180 = Cloudcroft	278 = Edith Endave
121 = Cannon AFB	190 = Clovis	<i>Categorized as Albuquerque.</i>
<i>Categorized as Clovis.</i>	193 = Cobre	279 = El Cerro
132 = Cañon	195 = Cochiti	263 = El Cerro Mission
128 = Canon Plaza	196 = Cochiti Lake	264 = El Duende
119 = Cañoncito	200 = Columbus	265 = El Paso
126 = Cañones	203 = Conchas Dam	268 = El Prado
134 = Canova	205 = Continental Divide	271 = El Rancho
135 = Canutillo	207 = Cordova	266 = El Rito
120 = Capitan	210 = Corona	267 = El Vado
123 = Caprock	208 = Corrales	276 = El Valle de Arroyo Seco
125 = Capulin	211 = Costilla	277 = Eldorado at Santa Fe
130 = Carlsbad	206 = Cotton City	258 = Elephant Butte
136 = Carnuel	212 = Counselor	<i>Categorized as Truth or Consequences</i>
<i>Categorized as Albuquerque.</i>		260 = Elida



262 = Elkins	350 = Grady	458 = La Jara
272 = Embudo	360 = Grants	461 = La Joya
269 = Encinal	365 = Greenfield	463 = La Loma
270 = Encino	380 = Grenville	462 = La Luz
274 = Ensenada	381 = Guadalupe	464 = La Madera
273 = Escabosa	389 = Hachita	465 = La Mesa
275 = Escondida	390 = Hagerman	471 = La Mesilla
281 = Escudilla Bonita	395 = Hanover	466 = La Plata
280 = Española	397 = Happy Valley	476 = La Puebla
290 = Estancia	<i>Categorized as Carlsbad.</i>	469 = La Puente
300 = Eunice	400 = Hatch	492 = La Union
303 = Fairacres	405 = Hayden	477 = La Villita
<i>Categorized as Las Cruces.</i>	406 = Hernandez	457 = Laguna
305 = Farley	408 = High Rolls Mt Park	460 = Lake Arthur
310 = Farmington	407 = Highland Meadows	478 = Lake Roberts
311 = Faywood	409 = Hillsboro	479 = Lake Roberts Heights
312 = Fence Lake	410 = Hobbs	<i>Categorized as Lake Roberts</i>
313 = Fierro	415 = Holloman AFB	487 = Lake Sumner
319 = Flora Vista	<i>Categorized as Alamogordo</i>	481 = Lake Valley
<i>Categorized as Farmington.</i>	418 = Holman	459 = Lakewood
318 = Floyd	416 = Homestead	468 = Lamy
317 = Flying H	417 = Hondo	470 = Las Cruces
320 = Folsom	420 = Hope	472 = Las Maravillas
321 = Forrest	422 = Horse Springs	473 = Las Nutrias
322 = Fort Bayard	424 = Hot Springs Landing	474 = Las Palomas
324 = Fort Defiance	<i>Categorized as Truth or Consequences</i>	475 = Las Tablas
325 = Fort Stanton	421 = House	480 = Las Vegas
330 = Fort Sumner	423 = Humble City	491 = Ledoux
332 = Fort Wingate	430 = Hurley	486 = Lee Acres
335 = Fruitland	433 = Indian Hills	<i>Categorized as Farmington</i>
336 = Gabaldon	435 = Isleta Pueblo	493 = Lemitar
345 = Galisteo	437 = Jacona	488 = Leyba
339 = Gallina	438 = Jaconita	495 = Lincoln
347 = Gallinas	440 = Jal	489 = Lindrieth
340 = Gallup	450 = Jarales	494 = Lingo
346 = Gamerco	452 = Jemez Pueblo	502 = Livingston Wheeler
342 = Garfield	451 = Jemez Springs	<i>Categorized as Carlsbad</i>
337 = Garita	442 = Jicarilla Apache	501 = Llano
341 = Gila	447 = Keeler Farm	503 = Llano del Medio
353 = Gila Hot Springs	453 = Kenna	504 = Llano Quemado
348 = Gladstone	454 = Kingston	498 = Llaves
352 = Glen Acres	456 = Kirtland	497 = Loco Hills
338 = Glencoe	455 = Kirtland AFB	499 = Logan
349 = Glenrio	467 = La Cienega	500 = Lordsburg
343 = Glenwood	448 = La Cueva	510 = Los Alamos
351 = Glorieta	449 = La Hacienda	515 = Los Cerrillos
344 = Golden	446 = La Huerta	520 = Los Chaves
354 = Gonzales Ranch	<i>Categorized as Carlsbad</i>	522 = Los Colonias



525 = Los Luceros	595 = Monero	624 = Organ
530 = Los Lunas	591 = Monterey Park	625 = Orogrande
534 = Los Ojos	601 = Montezuma	627 = Otis
536 = Los Padillas	589 = Monticello	628 = Paguata
537 = Los Ranchos de Albuquerque	603 = Montoya	924 = Pajarito Mesa
<i>Categorized as Albuquerque</i>	602 = Monument	925 = Paradise Hills
540 = Loving	574 = Moquino	<i>Categorized as Albuquerque</i>
550 = Lovington	604 = Mora	683 = Paraje
549 = Lower Frisco	605 = Moriarty	629 = Park View
548 = Luis Lopez	917 = Morningside	684 = Pastura
552 = Lumberton	600 = Mosquero	685 = Peak Place
551 = Luna	606 = Mount Dora	926 = Pecan Park
554 = Lupton	582 = Mountain View	630 = Pecos
556 = Lyden	610 = Mountainair	633 = Peña Blanca
561 = Madrid	609 = Mule Creek	634 = Peñasco
563 = Madrone	571 = Nadine	651 = Pep
560 = Magdalena	613 = Nageezi	635 = Peralta
565 = Malaga	572 = Nakaibito	647 = Petaca
567 = Maljamar	611 = Nambe Pueblo	652 = Picacho
566 = Manuelito	918 = Napi Headquarters	637 = Picuris Pueblo
568 = Manzano	614 = Nara Visa	636 = Pie Town
562 = Manzano Springs	617 = Naschitti	631 = Pilar
570 = Maxwell	612 = Navajo	638 = Pinedale
575 = Mayhill	615 = Navajo Dam	671 = Pinehill
555 = McAlister	573 = Nenahnezad	653 = Piñon
558 = McCarty's Village	607 = New Laguna	621 = Pinos Altos
553 = McDonald	626 = Newcomb	641 = Placita
557 = McGaffey	616 = Newkirk	632 = Placitas
559 = McIntosh	619 = Nogal	724 = Placitas (Doña Ana)
576 = Meadow Lake	919 = North Acomita Village	665 = Playas
577 = Medanales	<i>Categorized as Acomita</i>	715 = Pleasanton
580 = Melrose	920 = North Hobbs	639 = Pojoaque
583 = Mentmore	<i>Categorized as Hobbs</i>	654 = Polvadera
585 = Mescalero Apache	921 = North Hurley	648 = Ponderosa
590 = Mesilla	<i>Categorized as Hurley</i>	713 = Ponderosa Pine
<i>Categorized as Las Cruces</i>	922 = North Light Plant	640 = Portales
592 = Mesilla Park	886 = North San Ysidro	642 = Prewitt
594 = Mesita	(San Miguel)	927 = Pueblito
596 = Mesquite	923 = North Valley	726 = Pueblitos
597 = Mexican Springs	<i>Categorized as Albuquerque</i>	928 = Pueblo
584 = Miami	578 = Oasis	697 = Pueblo of Sandia
581 = Middle Frisco	608 = Ocate	727 = Pueblo of Sandia Village
593 = Midway	620 = Ohkay Owingeh	705 = Pueblo Pintado
598 = Milan	622 = Oil Center	643 = Puerto de Luna
586 = Mills	579 = Ojo Amarillo	883 = Pulpotio Bareas
587 = Milnesand	623 = Ojo Caliente	673 = Punta de Agua
599 = Mimbres	618 = Ojo Feliz	655 = Quay
588 = Mogollon	661 = Ojo Sarco	



644 = Quemado	698 = San Antonio	747 = Seboyeta
645 = Questa	<i>Categorized as San Antonito (Socorro)</i>	748 = Sedan
649 = Radium Springs	755 = San Antonito	763 = Sedillo
656 = Rainsville	756 = San Antonito (Socorro)	749 = Sena
646 = Ramah	689 = San Cristobal	746 = Seneca
728 = Ranchito	711 = San Felipe Pueblo	721 = Serafina
929 = Rancho Grande	702 = San Fidel	744 = Shady Brook
650 = Ranchos de Taos	722 = San Francisco Plaza	764 = Sheep Springs
<i>Categorized as Taos</i>	712 = San Ildefonso Pueblo	745 = Shiprock
660 = Raton	700 = San Jon	750 = Silver City
731 = Red Hill	717 = San Jose	754 = Skyline-Ganipa
664 = Red River	757 = San Jose (San Miguel)	760 = Socorro
674 = Redrock	703 = San Juan Pueblo ( <i>Obsolete, use code 620 - Ohkay Owingeh</i> )	765 = Soham
672 = Regina	723 = San Lorenzo	766 = Solano
668 = Rehoboth	758 = San Luis	767 = Sombrillo
657 = Rencona	718 = San Mateo	761 = South Acomita Village
662 = Reserve	719 = San Miguel	<i>Categorized as Acomita</i>
658 = Ribera	729 = San Pablo	762 = South Valley
663 = Rincon	<i>Categorized as Las Cruces</i>	<i>Categorized as Albuquerque</i>
676 = Rinconado	716 = San Patricio	768 = Spencer Valley
732 = Rio Communities	759 = San Pedro	769 = Spencerville
733 = Rio en Medio	704 = San Rafael	<i>Categorized as Aztec</i>
734 = Rio Lucio	742 = San Ysidro	770 = Springer
677 = Rio Rancho	738 = San Ysidro (Doña Ana)	773 = Standing Rock
930 = Rivers	<i>Categorized as Las Cruces</i>	774 = Stanley
679 = Riverside	701 = Sandia Base Mil Resv	776 = Stead
736 = Road Forks	739 = Sandia Heights	775 = Sunland Park
659 = Rociada	<i>Categorized as Albuquerque</i>	771 = Sunshine
737 = Rock Springs	686 = Sandia Knolls	772 = Sunspot
666 = Rodarte	696 = Sandia Park	778 = Taiban
667 = Rodeo	714 = Sanostee	779 = Tajique
931 = Rodey	706 = Santa Ana Pueblo	781 = Talpa
675 = Rogers	150 = Santa Clara (Central)	<i>Categorized as Taos</i>
682 = Romero	<i>Obsolete, use code 708</i>	780 = Taos
687 = Rosedale	708 = Santa Clara (Central)	777 = Taos Pueblo
670 = Roswell	707 = Santa Clara Pueblo	783 = Taos Ski Valley
678 = Rowe	709 = Santa Cruz	790 = Tatum
680 = Roy	710 = Santa Fe	789 = Tecolote
690 = Ruidoso	720 = Santa Rita	791 = Tecolotito
691 = Ruidoso Downs	730 = Santa Rosa	788 = Teec Nos Pos
692 = Rutherford	735 = Santa Teresa	792 = Tererro
681 = Sabinoso	740 = Santo Domingo Pueblo	795 = Tesuque
695 = Sacramento	694 = Sapello	796 = Tesuque Pueblo
693 = Saint Vrain	741 = Sausal	800 = Texico
669 = Salem	725 = Scholle	804 = Thoreau
699 = San Acacia	743 = Seama	808 = Three Rivers
		805 = Tierra Amarilla
		806 = Tijeras



## Geospatial and Population Studies Crash-level Database Dictionary

---

802 = Timberon	825 = Twin Lakes	865 = Walker AFB
803 = Tinnie	818 = Tyrone	867 = Waterflow
811 = Toadlena	835 = University Park	868 = Watrous
884 = Tohajilee	<i>Categorized as Las Cruces</i>	864 = Weed
807 = Tohatchi	834 = Upper Fruitland	866 = West Hammond
782 = Tolar	833 = Ute Park	874 = White Rock
813 = Tome	838 = Vadito	871 = White Sands Msl Rge
821 = Torreon	837 = Vado	863 = White Signal
822 = Torreon (Torrance)	841 = Valdez	869 = Whites City
814 = Trampas	832 = Valencia	870 = Willard
815 = Trementina	836 = Vallecitos	872 = Williamsburg
809 = Tres Piedras	839 = Valmora	<i>Categorized as Truth or Consequences</i>
819 = Tres Ritos	843 = Van Wagen	881 = Windmill
799 = Trout Valley	848 = Vanadium	882 = Window Rock
812 = Truchas	842 = Vanderwagen	873 = Winston
816 = Trujillo	840 = Vaughn	875 = Yah-ta-hey
810 = Truth or Consequences (T or C)	846 = Veguita	876 = Yeso
823 = Tse Bonito	845 = Velarde	885 = Young Place
820 = Tucumcari	844 = Ventura	877 = Youngsville
830 = Tularosa	847 = Vermejo Park	879 = Zia Pueblo
817 = Turnerville	849 = Villanueva	880 = Zuni Pueblo
824 = Twin Forks	850 = Virden	
	860 = Wagon Mound	



**41. Location – County**

Database Field = County

Source = Derived, crash-level variable

Type = Numeric [Convert from code with SAS format COUNTY. or COUNTYL.]      Length = 8

This field indicates the county in which the crash physically happened. It is the county derived through geocoding (GIS\_County), or if the crash cannot be geocoded, the name of the county specified on the UCR form (CountyOrig). Use this field, County, to analyze crashes by county because it is the most complete and accurate.

Some cities, such as Española, straddle county borders and crashes in that city may be geocoded in either county. Crashes reported on the UCR with the wrong county may be geocoded based on locational information in another county. Geocoding may determine that the county in which the crash occurred was reported incorrectly on the UCR form.

Variable Options

- |                        |                        |
|------------------------|------------------------|
| 1 = Bernalillo County  | 19 = Mora County       |
| 2 = Catron County      | 20 = Otero County      |
| 3 = Chaves County      | 21 = Quay County       |
| 4 = Cibola County      | 22 = Rio Arriba County |
| 5 = Colfax County      | 23 = Roosevelt County  |
| 6 = Curry County       | 24 = Sandoval County   |
| 7 = De Baca County     | 25 = San Juan County   |
| 8 = Dona Ana County    | 26 = San Miguel County |
| 9 = Eddy County        | 27 = Santa Fe County   |
| 10 = Grant County      | 28 = Sierra County     |
| 11 = Guadalupe County  | 29 = Socorro County    |
| 12 = Harding County    | 30 = Taos County       |
| 13 = Hidalgo County    | 31 = Torrance County   |
| 14 = Lea County        | 32 = Union County      |
| 15 = Lincoln County    | 33 = Valencia County   |
| 16 = Los Alamos County | 98 = Invalid code      |
| 17 = Luna County       | 99 = Left blank        |
| 18 = McKinley County   |                        |



**42. Location – Direction from Landmark**

Database Field = DirectionFromLandmark

Source = UCR form, crash-level variable

Type = Character [Convert from code using SAS format \$DIREC.] Length = 2

This field indicates the direction from the nearest intersection or landmark to the crash. This field is left blank about 65 percent of the time, since its relevance depends on the crash location. This field became available starting in 2012. It is similar to the former field IDirec (Direction From Intersection).

Variable Options

E = East	SE = Southeast
N = North	SW = Southwest
NE = Northeast	W = West
NW = Northwest	98 = Invalid code
S = South	99 = Left blank

**43. Location – Direction of Crash**

Database Field = CrashDirection

Source = Derived, crash-level variable

Type = Character [Convert from code using SAS format \$DIREC.] Length = 2

This field indicates the direction of travel before the crash. This field is used to identify the direction of travel on the highway on which the crash occurs. It is derived from the vehicle-level fields VehDirection and StreetOn. In crashes with vehicles traveling in different directions, the crash direction is determined by the vehicle whose StreetOn matches AStreet for the crash.

For crashes after 2019, if multiple vehicles are traveling on the same roadway in opposite directions, the crash direction is determined by the direction of the first vehicle listed on the crash report.

For crashes in 2012 through 2019, if multiple vehicles are traveling on the same roadway in opposite directions, the crash direction is based on the direction of travel of the vehicle with the highest contributing factor. For data before 2012, crash direction was derived solely using the direction of travel of the vehicle with the highest contributing factor, and the values SE, NE, NW and SW were not collected.

Variable Options

E = East	SE = Southeast
N = North	SW = Southwest
NE = Northeast	W = West
NW = Northwest	98 = Invalid code
S = South	99 = Left blank



**44. Location – Distance from Landmark**

Database Field = Measurement

Source = UCR form, crash-level variable

Type = Character [Convert from code using SAS format \$MEAS.]      Length = 10

This field indicates the distance from a permanent point to the crash location. If the distance is measured in miles, it can be measured to the nearest tenth of a mile. If the distance is measured in feet, it can be measured to the foot. Many values in this field are eyeball estimates. This field is most accurate for fatal crashes. There is no documented standard for measuring from the origin of an intersection to a crash location. In fact, most distances are not measured. Code 9999 indicates unknown distance. This field became available starting in 2012. It is similar to the former field Miles.

**45. Location – Distance from Landmark Measurement Unit**

Database Field = MeasurementUnit

Source = UCR form, crash-level variable

Type = Character [Convert from code using SAS format \$UNIT.]      Length = 10

This field indicates the unit of measurement for the distance specified in the Measurement field (Distance from Landmark). This field became available starting in 2012.

Variable Options

FT = Feet

MI = Miles

99 = Left blank

**46. Location – District**

Database Field = District

Source = UCR form, crash-level variable

Type = Character      Length = 25

This field indicates the district in which the crash happened, according to the responding law enforcement agency. This is the internal district numbering system that the agency uses for its patrol areas and may differ from agency to agency. This field became available starting in 2012.

**47. Location – GIS City**

Database Field = GIS\_CityUSCensus

Source = Derived by GIS, crash-level variable

Type = Character      Length = 25

This field indicates the city or place name in which the crash occurred, as identified after geocoding the crash location, using boundaries described by the U.S. Census Bureau TIGER/Line Shapefile, 2010. This field is derived from geocoding and may not reflect what the officer indicated in the city field on the UCR form, which can be found in the field CityOrig. The field GIS\_CityUSCensus provides the city name for crashes that were geocoded, and will be blank for any crashes that could not be geocoded. Therefore, when analyzing crashes by city, use the field City instead of GIS\_CityUSCensus. The GIS\_CityUSCensus field became available starting in 2012.





**48. Location – GIS County**

Database Field = GIS\_County

Source = Derived by GIS, crash-level variable

Type = Character

Length = 22

This field indicates the county identified during geocoding. This field has a value only if the crash is geocoded. Use the field County for analysis since it also contains counties for the non-geocoded crashes. GIS county boundaries are defined using the U.S. Census Bureau TIGER/Line Shapefile, 2010. This field became available starting in 2012.

**49. Location – GIS Latitude**

Database Field = GIS\_LAT

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

This field indicates the latitude coordinates for the crash site. The geographic coordinate reference is GCS WGS 1984, projection WGS 1984 Web Mercator Auxiliary Sphere. This field became available starting in 2010.

**50. Location – GIS Longitude**

Database Field = GIS\_LONG

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

This field indicates the longitude coordinates for the crash site. The geographic coordinate reference is GCS WGS 1984, projection WGS 1984 Web Mercator Auxiliary Sphere. This field became available starting in 2010.

**51. Location – GIS Maintenance District**

Database Field = GIS\_MaintDist

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 3

This field indicates the state highway maintenance district in which the crash occurred, as identified during geocoding. NMDOT maintenance districts are similar to the transportation districts but modified to make them more suitable for maintenance operations. This field has a value only if the crash is geocoded. The district boundaries are defined using an NMDOT shapefile. Starting with crashes in 2012, this field is derived during geocoding. Before 2012, this field (SHDTDIST) was not derived through geocoding.

Variable Options

- 1
- 2
- 3
- 4
- 5
- 6



**52. Location – GIS Milepost**

Database Field = GIS\_Milepost

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

Starting in 2014, a GIS milepost number is assigned to a crash if the crash occurs within approximately 100 feet of a highway, based upon the geocoded location of the crash. Before 2014, the milepost number was assigned by the data entry operator.

Milepost number is not perfectly accurate. A crash on an underpass or an overpass of a highway may be assigned the nearest highway’s milepost number. Also, a crash occurring where two highways overlap or intersect will be assigned the milepost number that accompanies the GIS route name that is highest in alphanumeric order (such as Interstate, New Mexico highway, and then U.S. highway name).

**53. Location – GIS Native American Reservation**

Database Field = GIS\_NatAmer\_USCensus

Source = Derived by GIS, crash-level variable

Type = Character

Length = 30

This field indicates whether the crash occurred in a specific tribal area, such as the Navajo Nation. This field will have a value only for crashes on tribal land that are geocoded. Boundaries are defined by the U.S. Census Bureau TIGER/Line Shapefile, 2010. This field became available starting in 2012.

Variable Options

Acoma Pueblo	San Felipe/Santa Ana Joint-Use Area
Isleta Pueblo	San Felipe/Santo Domingo Joint-Use Area
Jemez Pueblo	San Ildefonso Pueblo
Jicarilla Apache Nation Reservation	San Juan Pueblo
Laguna Pueblo	Sandia Pueblo
Mescalero Apache Reservation	Santa Ana Pueblo
Nambe Pueblo	Santa Clara Pueblo
Navajo Nation	Santo Domingo Pueblo
Picuris Pueblo	Taos Pueblo
Pojoaque Pueblo	Ute Mountain Reservation
Pueblo de Cochiti	Zia Pueblo
San Felipe Pueblo	Zuni Reservation

**54. Location – GIS Nearest Intersecting Street**

Database Field = GIS\_BStreet

Source = Derived by GIS, crash-level variable

Type = Character

Length = 60

This field indicates the intersecting street nearest to the crash location. This field is a cleaner, more standardized version of BStreet optimized for geocoding. Generally BStreet and GIS\_BStreet are similar, but BStreet may have more original detailed locational information. This field became available starting in 2012.



**55. Location – GIS Primary Street**

Database Field = GIS\_AStreet

Source = Derived by GIS, crash-level variable

Type = Character

Length = 65

This field indicates the primary street or other trafficway on which the crash occurred. It is a cleaner, more standardized version of AStreet optimized for geocoding. Generally the fields AStreet and GIS\_AStreet are similar, but AStreet may have more original detailed locational information. This field became available starting in 2012.

**56. Location – GIS Route Name**

Database Field = GIS\_Route

Source = Derived by GIS, crash-level variable

Type = Character

Length = 7

Starting in 2014, a GIS route name is assigned to a crash if the crash occurs within approximately 100 feet of a highway, based upon the geocoded location of the crash. Before 2014, the route name was assigned by the data entry operator.

Route name are not perfectly accurate. A crash on an underpass or an overpass of a highway may be assigned the nearest highway route name. Also, a crash occurring where two highways overlap or intersect will be assigned a route name in alphanumeric order (such as Interstate, New Mexico highway, and then U.S. highway name).

**57. Location – GIS State Police District**

Database Field = GIS\_SPDist

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 3

This field indicates the New Mexico State Police district in which the crash occurred, as identified during geocoding. Starting in 2012, this field has a value only if the crash is geocoded. The original district number indicated by the officer on the UCR is available in the variable District. The district boundaries are defined using an NMDOT shapefile. Starting with crashes in 2012, this field is derived during geocoding. Before 2012, this field (SPDIST) was not derived through geocoding.

Variable Options

1	8
2	9
3	10
4	11
5	12
6	13
7	



**58. Location – GIS Transportation District**

Database Field = GIS\_TransDist

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 3

This field indicates the state highway transportation district in which the crash occurred, as identified during geocoding. This field has a value only if the crash is geocoded. The district boundaries are defined using an NMDOT shapefile. Starting with crashes in 2012, this field is derived during geocoding. Before 2012, this field (MDC) was not derived through geocoding.

Variable Options

- 1
- 2
- 3
- 4
- 5
- 6

**59. Location – GIS Urban or Rural Designation**

Database Field = GIS\_UrbanRural

Source = Derived by GIS, crash-level variable

Type = Character

Length = 5

This field indicates the urban or rural designation identified during geocoding. This field has a value only if the crash is geocoded. Use the variable UrbnRurl for analysis. This field became available starting in 2012.

Variable Options

- Rural
- Urban

**60. Location – GIS UTM X Coordinate**

Database Field = GIS\_UTMX

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

This field indicates the UTM X coordinate for the crash site. Indicates distance east from the origin for a UTM zone. Expressed in meters. The geographic coordinate reference is GCS North American, projection NAD 1983 UTM Zone 13N. This field became available starting in 2010.

**61. Location – GIS UTM Y Coordinate**

Database Field = GIS\_UTMY

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

This field indicates the UTM Y coordinate for the crash site. Indicates distance north from the origin for a UTM zone. Expressed in meters. The geographic coordinate reference is GCS North American, projection NAD 1983 UTM Zone 13N. This field became available starting in 2010.



**62. Location – Landmark**

Database Field = Landmark

Source = UCR form, crash-level variable

Type = Character

Length = 90

This field indicates any permanent landmark, highway milepost, county line, or intersection used to describe the location of the crash, as reported by the investigating officer. See [Crash location coding](#) for details. This field became available starting in 2012.

**63. Location – Nearest Intersecting Street**

Database Field = BStreet

Source = UCR form, crash-level variable

Type = Character

Length = 60

This field indicates the name of the intersecting street nearest to the crash location, according to the investigating officer. If a crash happens in an intersection, Bstreet contains the intersecting street name. Common road abbreviations include CR (county road), FR (forest road), IR (Indian route) and SR (state route). In rural areas, the nearest intersecting street identified on the UCR form may be miles away from the crash location, so the Direction from Landmark and Distance from Landmark variables can help clarify the actual crash location. BStreet may be blank if the crash did not occur at an intersection. See [Crash location coding](#) for details.

**64. Location – Original City**

Database Field = CityOrig

Source = UCR form, crash-level variable

Type = Character

Length = 25

This field indicates the city as originally entered on the UCR form. This field became available starting in 2012.

**65. Location – Original County**

Database Field = CountyOrig

Source = UCR form, crash-level variable

Type = Character

Length = 10

This field indicates the county as entered originally on the UCR form. This field became available starting in 2012.

**66. Location – Original Latitude**

Database Field = LatitudeOrig

Source = UCR form, crash-level variable

Type = Character

Length = 25

This field indicates the original latitude entered on the UCR form. Usually blank or incomplete. Use GIS\_LAT. This field became available starting in 2012.



**67. Location – Original Longitude**

Database Field = LongitudeOrig

Source = UCR form, crash-level variable

Type = Character

Length = 25

This field indicates the original longitude entered on the UCR form. Usually blank or incomplete. Use GIS\_LONG. This field became available starting in 2012.

**68. Location – Original Milepost**

Database Field = MilepostOrig

Source = UCR form, crash-level variable

Type = Character

Length = 20

This field indicates the original milepost entered on the UCR form. Often blank. GIS\_Milepost contains more complete milepost data. This field became available starting in 2012.

**69. Location – Primary Street (Occurred On)**

Database Field = AStreet

Source = UCR form, crash-level variable

Type = Character

Length = 65

This field indicates the primary street or other trafficway on which the crash occurred. This field contains the given name, type of street and may or may not be paired with a precise street numerical address. Common road abbreviations include CR (county road), FR (forest road), IR (Indian route) and SR (state route). See [Crash location coding](#) for details.

**70. Location – Road System**

Database Field = System

Source = Derived, crash-level-variable

Type = Numeric [Convert from code with SAS format SYS.]

Length = 3

This field indicates whether the crash occurred on a roadway that is urban, rural non-Interstate, or rural Interstate. It is a further subdivision of the derived field UrbnRurl.

Variable Options

1 = Rural non-Interstate

2 = Urban

3 = Rural Interstate



### 71. Location – Tribal Jurisdiction

Database Field = TribalJurisdiction

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format YESNO.]      Length = 3

This field indicates whether the crash took place on reservation land, as identified by the officer on the UCR form. This field became available starting in 2012. In addition, see GIS\_NatAmer\_USCensus for GIS-derived data on crashes that took place on reservation land.

#### Variable Options:

0 = No

1 = Yes

99 = Left blank

98 = Invalid code

### 72. Location – Urban or Rural Designation

Database Field = UrbnRurl

Source = Derived, crash-level variable

Type = Character [Convert from code with SAS format \$UR.]      Length = 1

This field indicates whether the crash occurred in an urban or rural area. It is based on the Federal Highway Administration urban area (UZ) and urbanized area (UZA) boundaries (NMDOT-modified). The urban boundary and city boundary may not be identical. Urbanized areas may occur outside of the U.S. Census city boundary, and rural areas may occur inside a U.S. Census city boundary. This variable is derived based on the geocoded location of the crash. For crashes that cannot be geocoded, if the CityOrig variable contains a city name with a population above 2,500, then this variable will identify the crash as urban. This field became available starting in 2013.

#### Variable Options

R = Rural

U = Urban

### 73. Number of Motorists

Database Field = Motorists

Source = Derived, crash-level variable

Type = Numeric      Length = 3

This field indicates the number of people in motor vehicles in the crash. It does not include pedestrians, pedalcyclists, and people in vehicles not in transport at the time of the crash (e.g. parked vehicles).

### 74. Number of Motorized Vehicles

Database Field = MotorVeh

Source = Derived, crash-level variable

Type = Numeric      Length = 3

The number of motorized vehicles involved in the crash.



**75. Number of Nonmotorists**

Database Field = NonMotorists

Source = Derived, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people not in motor vehicles in transport in the crash, such as pedestrians and pedalcyclists, and people in parked vehicles. Nonmotorist are derived based whether the field TypeV contains values of 6 or 7, or the field DAParked contains a value of 1.

**76. Number of People Injured in Crash**

Database Field = Injured

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people with non-fatal injuries in a crash. It is the sum of all people with Class A, Class B, and Class C injuries in a crash. Use this variable to analyze the number of people with non-fatal injuries for any crash-level variables, such as total non-fatal injuries by county or hour of the day. This is not the total number of injury crashes, as there can be multiple people injured in one crash. This field became available starting in 2012. Use Severity to identify injury crashes.

**77. Number of People Killed in Crash**

Database Field = Killed

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people killed in a crash. The terms “fatalities” and “deaths” are synonymous with “killed.” Use this variable to analyze the number of people killed for any crash-level variables, such as fatalities by county or hour of the day. This is not the number of fatal crashes, as there can be multiple people killed in one fatal crash. Use Severity to identify fatal crashes.

**78. Number of People Unhurt in Crash**

Database Field = Unhurt

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people in a crash who were not injured. Use this variable to analyze the number of people not injured for any crash-level variables, such as by county or hour of the day. This is not the total number of property damage only crashes, as there can be multiple people not injured in one property damage only crash. Use Severity to identify property damage only crashes.

**79. Number of People with Possible Injuries in Crash**

Database Field = ClassC

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people with a possible (Class C) injury in a crash (i.e. the person was not visibly injured but complained of an injury). Previously known as “Non-visible Injuries” and “Complaint of Injuries.” Use





this variable to analyze the number of people with Class C injuries for any crash-level variables, such as Class C injuries by county or hour of the day. This is not the total number of injury crashes, as there can be multiple people injured in one crash.

**80. Number of People with Suspected Minor Injuries in Crash**

Database Field = ClassB

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people with a suspected minor (Class B) injury in a crash (i.e. a visible but not serious injury, such as abrasions, bruises and minor lacerations). Previously known as “Non-incapacitating Injuries” and “Visible Injuries.” Use this variable to analyze the number of people with Class B injuries for any crash-level variables, such as Class B injuries by county or hour of the day. This is not the total number of injury crashes, as there can be multiple people injured in one crash.

**81. Number of People with Suspected Serious Injuries in Crash**

Database Field = ClassA

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the number of people with a suspected serious (Class A) injury in a crash (i.e. the injured person was incapacitated and had to be carried from the scene of the crash, or the injured person was unable to walk, drive or perform normal activities that he or she was capable of performing before the injury). Previously known as “Incapacitating Injury.” Use this variable to analyze the number of people with Class A injuries for any crash-level variables, such as Class A injuries by county or hour of the day. This is not the total number of injury crashes, as there can be multiple people injured in one crash. See occupant-level data dictionary for details on the 2014 FHWA revision of the definition for suspected serious injuries.

**82. Number of Total People in Crash**

Database Field = Total

Source = Derived from occupant-level record, crash-level variable

Type = Numeric

Length = 3

This field indicates the total number of people involved in a crash. This is not the total number of crashes, as there can be multiple people in one crash. Use this variable to analyze the total number of people in crashes for any crash-level variables, such as by county or hour of the day.

**83. Number of Vehicles**

Database Field = nVeh

Source = Derived from vehicle-level record, crash-level variable

Type = Numeric

Length = 8

This field indicates the total number of motorized and non-motorized vehicles involved in the crash. Non-motorized vehicles are pedestrians and pedalcycles.



**84. Number of Vehicles Originally**

Database Field = nVehOrig

Source = UCR form, crash-level variable

Type = Character

Length = 15

This field indicates the original number of vehicles entered on the UCR form. For analysis of the number of vehicles in crashes, use the field nVeh, which is the number of vehicles in each crash as derived from the vehicle-level file after cleaning. This field became available starting in 2012.

**Other Property (p) Definition**

These fields indicate aspects of other property (besides vehicles) damaged in the crash. These fields are part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. These fields became available starting in 2012.

**85. Other Property – Description**

Database Field = pDesc

Source =UCR form, crash-level variable

Type = Character

Length = 200

This field indicates the description of other property (besides vehicles) damaged in the crash and details of the damage.

**86. Other Property – Owner Address**

Database Field = pAddress

Source =UCR form, crash-level variable

Type = Character

Length = 155

This field indicates the address of the owner of other property (besides vehicles) damaged in the crash.

**87. Other Property – Owner City**

Database Field = pCity

Source =UCR form, crash-level variable

Type = Character

Length = 37

This field indicates the city of residence of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.

**88. Other Property – Owner First Name**

Database Field = pFirstName

Source =UCR form, crash-level variable

Type = Character

Length = 50

This field indicates the first name of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.



**89. Other Property – Owner Last Name**

Database Field = pLastName

Source =UCR form, crash-level variable

Type = Character

Length = 107

This field indicates the last name of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.

**90. Other Property – Owner Middle Name**

Database Field = pMiddleName

Source =UCR form, crash-level variable

Type = Character

Length = 36

This field indicates the middle name of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.

**91. Other Property – Owner Phone**

Database Field = pPhone

Source =UCR form, crash-level variable

Type = Character

Length = 110

This field indicates the phone number of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.

**92. Other Property – Owner State**

Database Field = pState

Source =UCR form, crash-level variable

Type = Character

Length = 32

This field indicates the state of residence of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.

**93. Other Property – Owner ZIP**

Database Field = pZip

Source =UCR form, crash-level variable

Type = Character

Length = 35

This field indicates the ZIP code of the owner of other property (besides vehicles) damaged in the crash. This field contains personal identifiers.



**94. Other Property – Property Type**

Database Field = pType

Source =UCR form, crash-level variable

Type = Character

Length = 85

This field indicates the type of other property (besides vehicles) damaged in the crash. Ideally, pType “H” should allow identification of damaged state highway property, but this field is often unreliable or left blank.

Variable Options

- C = Commercial or business
- H = New Mexico Department of Transportation
- P = Private
- U = Unknown

**95. Other Property – State Highway Property**

Database Field = SHDTProp

Source = Derived, crash-level variable

Type = Numeric [Convert from code with SAS format SHDTPROP.] Length = 3

This field indicates crashes involving property of the State Highway Department. Starting in 2012, this variable is derived from pDesc, pType, pLastname, and pFirstname. This field is occasionally unreliable. While this field does well at identifying damaged state highway property, it tends to also identify damaged property belonging to any government agency and sometimes utility companies. Codes 18, 19, and 24 to 26 are available for crashes reported using the E July 2018 form, which was introduced in 2020. The new form also changed the Delineators variable option to include Reflector Posts.

Variable Options

- |   |                                    |                           |
|---|------------------------------------|---------------------------|
| 01 = Guardrail                                    | 09 = Light poles                   | 19 = Private home         |
| 02 = Bridge rail                                  | 10 = All other                     | 20 = Chemical spill       |
| 03 = Concrete barrier wall<br>(Jersey bounce)     | 11 = Culverts                      | 21 = Fuel spill           |
| 04 = Attenuator, crash cushion<br>or sand barrels | 12 = Bridge structure              | 22 = Sand or gravel spill |
| 05 = Chain-link fence                             | 13 = Field or hog fence            | 23 = Other load spills    |
| 06 = Barbed wire fence                            | 14 = Signal bsoxes                 | 24 = Street curb          |
| 07 = Signs  | 15 = Delineators / reflector posts | 25 = Block wall           |
| 08 = Traffic signals                              | 16 = Mileposts                     | 26 = Cable barrier        |
|   | 17 = Pavement gouges               |                           |
|   | 18 = Commercial building           |                           |

**96. Record ID – UCR Number**

Database Field = UCRnumber

Source = UCR form, crash-level variable

Type = Character

Length = 13

The Uniform Crash Report (UCR) Number serves as the unique identifier within a given year that identifies a given crash within New Mexico for all the vehicles involved in the crash. The UCR number is the number assigned to a particular crash by a law enforcement agency (LEA), or, in the event the law enforcement agency has not assigned a UCR number, the data entry personnel issue this number based on a list of UCR numbers provided by NMDOT. For



crash reports submitted on paper forms, the crash report number is preprinted on the form. For crash reports submitted electronically through TraCS (Traffic and Criminal Software), the report number is generated by TraCS from an assigned range. When analyzing data from multiple years, the Year field and the UCR Number field should be used together as the unique key identifier for any crash, because there are occasionally identical UCR Numbers used in different years. Before 2012, this field was called Report.

**97. Record ID – UCR Number, Original**

Database Field = UCRorig

Source = Created during data entry process, crash-level variable

Type = Character

Length = 13

This field indicates the original UCR used by the law enforcement agency. It contains a value only when the UCR number was reassigned during data entry in order to prevent duplicate UCR numbers in the crash database.

**98. Report – CAD Number**

Database Field = CADNumber

Source = UCR form, crash-level variable

Type = Character

Length = 20

This field indicates the CAD number (computer-aided dispatch number) assigned by a law enforcement agency and used for internal purposes by the issuing agency. This field became available starting in 2012.

**99. Report – Case Number**

Database Field = CaseNumber

Source = UCR form, crash-level variable

Type = Character

Length = 30

This field indicates the case number assigned to a particular crash by a law enforcement agency and is used for internal purposes by the issuing agency. This field became available starting in 2012.

**100. Report – Checked By**

Database Field = CheckedBy

Source = UCR form, crash-level variable

Type = Character

Length = 50

This field indicates the name, rank, and badge identification of the officer who reviewed and approved the UCR. This field contains personal identifiers. This field became available starting in 2012.

**101. Report – Drawings By**

Database Field = DrawingsBy

Source = UCR form, crash-level variable

Type = Character

Length = 55

This field indicates the name, rank, and badge identification of the officer who drew the diagrams, if any. This field contains personal identifiers. This field became available starting in 2012.



**102. Report – Form ID**

Database Field = FormID

Source = Created during data entry process, crash-level variable

Type = Character

Length = 30

This field indicates the particular version of the official state UCR form used. This field became available starting in 2012. The E July 2018 form version was released in 2020.

Variable Options

- E Form Unknown
- E July 2018
- UCR Apr 2005
- UCR April 2009 Revised
- UCR April 4 2005 Revised
- UCR April 4 2006 Revised
- UCR E April 2009
- UCR E January 2011
- UCR Feb 8 2006 Revised
- UCR Feb 9 2005 Revised
- UCR Mar 6 2009 Revised
- UCR Mar 6 2014 revised
- UCR March 2005 Revised
- UCR March 26 2006
- UCR March 28 2005 Revised
- UCR Unknown

**103. Report – Law Enforcement Agency**

Database Field = Agency

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format AGENCY.]

Length = 4

This field indicates the law enforcement agency (LEA) that submitted the crash report to NMDOT. Codes are used to differentiate agencies by agency type and specific agency name. The agency code corresponds to the specific agency name, listed in the Reporting Agency field on the UCR form.

Agency Types

- 1 = Albuquerque
- 2-491= City and pueblo police agencies (Often matching older data codes whenever available.)
- 500s = University police
- 800 = NM DPS Motor Transportation Police
- 800s = Miscellaneous statewide or national police
- 1000-1033 = County sheriffs
- 1500s = County regional emergency communication centers or 911 or regional dispatch centers
- 2000-2012 = New Medico State Police (2000) and NMSP Districts 1-12
- 9995-9999 = Invalid or missing data

Variable Options



MUNICIPALITIES

- 1 = Albuquerque Police Department
- 4 = Station Report
- 10 = Alamogordo Police Department
- 11 = Albuquerque Airport Police Department  
(obsolete, use agency code 12)
- 12 = Albuquerque Aviation Police Department
- 13 = Albuquerque Fire Rescue
- 14 = Albuquerque Public Schools Police  
Department
- 16 = Anthony Police Department
- 17 = Angel Fire Police Department
- 20 = Artesia Police Department
- 25 = Aztec Police Department
- 30 = Bayard Police Department
- 35 = Belen Police Department
- 40 = Bernalillo Police Department
- 45 = Bloomfield Police Department
- 46 = Bosque Farms Police Department
- 50 = Capitan Police Department
- 55 = Carlsbad Police Department
- 60 = Carrizozo Police Department
- 63 = Causey Police Department (obsolete)
- 65 = Santa Clara Police Department  
(formerly Central)
- 67 = Chama Police Department (obsolete)
- 70 = Cimarron Police Department
- 75 = Clayton Police Department
- 80 = Cloudcroft Police Department
- 85 = Clovis Police Department
- 90 = Columbus Police Department
- 95 = Corona Police Department (obsolete)
- 97 = Corrales Police Department
- 98 = Cuba Police Department
- 100 = Deming Police Department
- 105 = Des Moines (obsolete)
- 110 = Dexter Police Department
- 111 = Dora Police Department (obsolete)
- 112 = Eagle Nest
- 113 = Elida Police Department
- 114 = Edgewood Police Department
- 115 = Encino Police Department (obsolete)
- 116 = Elephant Butte Police Department
- 120 = Española Police Department
- 125 = Estancia Police Department
- 130 = Eunice Police Department
- 135 = Farmington Police Department
- 138 = Floyd Police Department (obsolete)
- 140 = Folsom Police Department (obsolete)
- 145 = Fort Sumner Police Department
- 150 = Gallup Police Department
- 155 = Grady Police Department
- 160 = Grants Police Department
- 165 = Grenville Police Department (obsolete)
- 170 = Hagerman DPS
- 175 = Hatch Police Department
- 180 = Hobbs Police Department
- 185 = Hope Police Department
- 187 = House Police Department (obsolete)
- 190 = Hurley Police Department
- 200 = Jal Police Department
- 209 = Jemez Springs Marshal's Office  
(obsolete, use agency code 210)
- 210 = Jemez Springs Police Department
- 214 = Lake Arthur Marshal's Office  
(obsolete, use agency code 215)
- 215 = Lake Arthur Police Department
- 217 = La Mesilla (obsolete)
- 218 = Lamy Police Department (obsolete)
- 220 = Las Cruces Police Department
- 225 = Las Vegas Police Department
- 232 = Logan Police Department
- 235 = Lordsburg Police Department
- 240 = Los Alamos Police Department
- 245 = Los Lunas Police Department
- 247 = Los Ranchos DPS
- 250 = Loving Police Department
- 255 = Lovington Police Department
- 259 = Magdalena Marshal's Office
- 260 = Magdalena Police Department  
(obsolete, use agency code 259)
- 265 = Maxwell Police Department
- 270 = Melrose Police Department
- 275 = Mesilla Marshal's Department
- 280 = Milan Police Department
- 283 = Mora Police Department (obsolete)
- 285 = Moriarty Police Department
- 289 = Mosquero Marshal's Office (obsolete)
- 290 = Mosquero Police Department (obsolete)
- 295 = Mountainair Police Department
- 305 = Pecos Police Department



- 307 = Peralta Police Department
- 308 = Placitas Police Department
- 310 = Portales Police Department
- 315 = Questa Police Department
- 325 = Raton Police Department
- 327 = Red River Marshal's Office
- 328 = Reserve Police Department (obsolete)
- 329 = Rio Rancho Police Department
- 330 = Roswell Police Department
- 331 = Rio Rancho Department of Public Safety  
(obsolete, use agency code 329)
- 335 = Roy Police Department (obsolete)
- 340 = Ruidoso Police Department
- 345 = Ruidoso Downs Police Department
- 355 = San Jon Police Department (obsolete)
- 356 = San Ysidro Marshal's Department
- 360 = Santa Fe Police Department
- 362 = Santa Fe Radio Communications Center
- 370 = Santa Rosa Police Department
- 380 = Silver City Police Department
- 385 = Socorro Police Department
- 395 = Springer Police Department
- 398 = Sumner Lake Police Department
- 400 = Sunland Park Police Department
- 405 = Taos Police Department
- 408 = Taos Ski Valley Department of Public Safety
- 410 = Tatum Police Department
- 415 = Texico Police Department
- 416 = Tijeras Police Department (obsolete)
- 420 = Truth or Consequences Police Department  
(TCPD)
- 425 = Tucumcari Police Department
- 430 = Tularosa Police Department
- 435 = Vaughn Police Department
- 440 = Virden Police Department (obsolete)
- 444 = Wagon Mound Marshal's Office
- 445 = Wagon Mound Police Department  
(obsolete, use agency code 444)
- 450 = Willard Police Department (obsolete)
- 452 = Williamsburg Police Department
- 9996 = Other City Police  
(agency name unknown due to city name not  
specified, pre-2012 data only)

#### TRIBAL AND BIA POLICE

- 375 = Navajo Nation Police D2 – Shiprock
- 455 = Acoma Pueblo Police Department
- 456 = Alamo Navajo Police Department
- 457 = To'Hajiilee (Cañoncito) Police
- 458 = Cochiti Pueblo Police Department
- 459 = Isleta Pueblo Police Department
- 460 = Jemez Pueblo Police Department
- 461 = Jicarilla Apache Tribal Police Department
- 462 = Laguna Pueblo Police Department
- 463 = Mescalero Apache Police Department
- 464 = Nambe Pueblo Police Department
- 465 = Navajo Nation Police Department
- 466 = Picuris Pueblo Police Department
- 467 = Pojoaque Tribal Police Department
- 468 = Ramah Tribal Police Department
- 469 = Sandia Pueblo Tribal Police Department
- 470 = San Felipe Pueblo Police Department
- 471 = San Ildefonso Pueblo Police Department
- 472 = San Juan Pueblo Police (Ohkay Owingeh)
- 473 = Santa Ana Pueblo Police Department
- 474 = Santa Clara Pueblo Police Department
- 475 = Santo Domingo Pueblo Police Department
- 476 = Taos Pueblo Police Department
- 477 = Tesuque Tribal Police Department
- 478 = Zia Pueblo Police Department
- 479 = Zuni Tribal Police Department
- 480 = Bureau of Indian Affairs  
Northern Pueblos Agency
- 481 = Bureau of Indian Affairs  
Southern Pueblos Agency
- 485 = Navajo Division of Public Safety
- 486 = Navajo Nation Police D1 – Window Rock
- 487 = Navajo Nation Police D3 – Crownpoint
- 488 = Navajo Nation Police D4 – Tuba City
- 489 = Navajo Nation Police D5 – Chinle
- 490 = Navajo Nation Police D6 – Kayenta
- 491 = Navajo Nation Police D7 – Dilkon
- 9997 = Tribal Police (agency name unknown, pre-  
2012 data only)





UNIVERSITY POLICE

- 504 = Eastern New Mexico University Police Department – ENMU Portales
- 505 = Eastern New Mexico University Police Department – ENMU Roswell
- 506 = Eastern New Mexico University Police Department – ENMU Ruidoso
- 510 = New Mexico Highlands University Police (NMHU)
- 515 = New Mexico Tech Campus Police (NMT)
- 520 = New Mexico Military Institute Police (NMMI)
- 525 = New Mexico State University Police Department (NMSU)
- 530 = University of New Mexico Police Department (UNM)
- 535 = UNM Gallup Police Department (UNM-G)
- 550 = Western New Mexico University Police (WNMU)
- 9995 = Campus Police (agency name unknown, occurs in pre-2012 data only)

MISCELLANEOUS AGENCIES

- |  |  |
|--|--|
| 800 = NM DPS Motor Transportation Police<br>(See agency 2000 for NMSP crashes) | 845 = U.S. federal law enforcement agency<br>(not otherwise classified)  |
| 810 = National Park Police   | 850 = Veterans Hospital Police Department  |
| 815 = BNSF Railroad Police Department  | 855 = Western UNM Academy Security (obsolete)  |
| 820 = HAFB / Holloman Air Force Base   | 860 = White Sands Missile Range Police (WSMR)  |
| 825 = KAFB / Kirtland Air Force Base   | 870 = Cochran County Sheriff’s Office – Texas  |
| 826 = Lea County Airport Police Department                                     | 875 = Muleshoe Police Department – Texas   |
| 830 = Sandia National Labs Security  | 880 = Union Pacific Railway Police   |
| 835 = Sandia Park Police Department  | 885 = NM Transportation Services Division Motor<br>Pool (Rarely submits crash reports and often<br>confused with agency code 800.) |
| 840 = U.S. Air Force OSI<br>(Office of Special Investigations)                 |  |

COUNTY SHERIFFS

- |   |   |
|---|---|
| 1001 = Bernalillo County Sheriff’s Department | 1018 = McKinley County Sheriff’s Office     |
| 1002 = Catron County Sheriff’s Department     | 1019 = Mora County Sheriff’s Department     |
| 1003 = Chaves County Sheriff’s Office         | 1020 = Otero County Sheriff’s Department    |
| 1004 = Cibola County Sheriff’s Office         | 1021 = Quay County Sheriff’s Office         |
| 1005 = Colfax County Sheriff’s Department     | 1022 = Rio Arriba County Sheriff’s Office   |
| 1006 = Curry County Sheriff’s Office          | 1023 = Roosevelt County Sheriff’s Office    |
| 1007 = De Baca County Sheriff’s Office        | 1024 = Sandoval County Sheriff’s Office     |
| 1008 = Doña Ana County Sheriff’s Office       | 1025 = San Juan County Sheriff’s Office     |
| 1009 = Eddy County Sheriff’s Department       | 1026 = San Miguel County Sheriff’s Office   |
| 1010 = Grant County Sheriff’s Office          | 1027 = Santa Fe County Sheriff’s Office     |
| 1011 = Guadalupe County Sheriff’s Department  | 1028 = Sierra County Sheriff’s Department   |
| 1012 = Harding County Sheriff’s Office        | 1029 = Socorro County Sheriff’s Office      |
| 1013 = Hidalgo County Sheriff’s Office        | 1030 = Taos County Sheriff’s Office         |
| 1014 = Lea County Sheriff’s Department        | 1031 = Torrance County Sheriff’s Department |
| 1015 = Lincoln County Sheriff’s Office        | 1032 = Union County Sheriff’s Office        |
| 1017 = Luna County Sheriff’s Department       | 1033 = Valencia County Sheriff’s Department |



#### DISPATCH CENTERS

Note: Dispatch centers do not create crash reports. Crash database records referencing agency 1501 through 1534 are usually data entry errors.

- 1501 = Bernalillo County Regional Emergency Communications Center
- 1507 = De Baca County Regional Emergency Communications Center
- 1522 = Española / Rio Arriba 911 Dispatch
- 1524 = Sandoval County Regional Emergency Communications Center
- 1527 = Santa Fe Regional Emergency Communications Center
- 1528 = Sierra County Regional Dispatch
- 1531 = Torrance County 911 Dispatch Center
- 1533 = Valencia Regional Emergency Communications Center
- 1534 = Pecos Valley Regional Emergency Communications Center

#### STATE POLICE

- 2000 = New Mexico State Police (NMSP)
- 2001 = New Mexico State Police District 1
- 2002 = New Mexico State Police District 2
- 2003 = New Mexico State Police District 3
- 2004 = New Mexico State Police District 4
- 2005 = New Mexico State Police District 5
- 2006 = New Mexico State Police District 6
- 2007 = New Mexico State Police District 7
- 2008 = New Mexico State Police District 8
- 2009 = New Mexico State Police District 9
- 2010 = New Mexico State Police District 10
- 2011 = New Mexico State Police District 11
- 2012 = New Mexico State Police District 12
- 2013 = New Mexico State Police District 13 (District 13 is obsolete)

#### MISSING DATA

- 9998 = Invalid code
- 9999 = Left blank
- . = Left blank (obsolete)
- 0 = Left blank (obsolete)

#### 104. Report – Measurements Taken By

Database Field = MeasurementsTakenBy  
Source = UCR form, crash-level variable  
Type = Character

Length = 115

This field indicates the name, rank, and badge identification of the officer who took measurements at the crash scene, if any. This field contains personal identifiers. This field became available starting in 2012.



**105. Report – NMDOT Number**

Database Field = NMDOTNumber

Source = UCR form, crash-level variable

Type = Character

Length = 23

This field indicates the state- issued identification number assigned by NMDOT for Excel versions of the UCR form. This field became available starting in 2012.

**106. Report – Notified By**

Database Field = NotifiedBy

Source = UCR form, crash-level variable

Type = Character

Length = 60

This field indicates the means by which the agency or officer learned of the crash and its location. This usually refers to dispatch, another officer, or the officer who witnessed the crash. This field contains personal identifiers. This field became available starting in 2012.

**107. Report – Number of Drawings**

Database Field = NumberOfDrawings

Source = UCR form, crash-level variable

Type = Character

Length = 20

This field indicates the number of diagrams of the crash scene included with the UCR form. This field became available starting in 2012.

**108. Report – Officer at Scene**

Database Field = OfficerAtScene

Source = UCR form, crash-level variable

Type = Character

Length = 50

This field indicates the name of the primary investigating officer. In some cases, this field might also contain rank and badge number for the officer. In self-reported crashes (i.e. station reports), this field may contain the name of a driver in the crash. This field contains personal identifiers. This field became available starting in 2012.

**109. Report – Officer Badge Number**

Database Field = BadgeNumber

Source = UCR form, crash-level variable

Type = Character

Length = 200

This field indicates the badge number of the primary investigating officer. The badge number is prefixed with the agency code, followed by a dash and then the badge number. This field contains personal identifiers. This field became available starting in 2017.



**110. Report – Officer Rank**

Database Field = OfficerRank

Source = UCR form, crash-level variable

Type = Character

Length = 30

This field indicates the rank of the primary investigating officer. In self-reported crashes (i.e. station reports), this field may contain the name of a driver in the crash. This field contains personal identifiers. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

**111. Report – Officer Signature Present**

Database Field = OfficersSignaturePresent

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$YESNO.]

Length = 20

This field indicates whether the investigating officer signed his or her name on the UCR. This field became available starting in 2012.

Variable Options

No

98 = Invalid Code

Yes

99 = Missing Data

**112. Report – Station Report**

Database Field = StationReport

Source = Derived, crash-level variable

Type = Character

Length = 5

This field indicates whether the crash was reported at a police station, instead of the police being called to the crash site. Station reports are more likely to be incorrectly filled out because the person completing the UCR form is not a trained officer. This field became available starting in 2012.

Variable Options:

N = No

Y = Yes

**113. Report – Supervisor on Scene**

Database Field = SupervisorOnScene

Source = UCR form, crash-level variable

Type = Character

Length = 50

This field indicates the name, rank, and badge identification of the supervising officer at the scene, if any. This field contains personal identifiers. This field became available starting in 2012.

**114. Report – TraCS Data**

Database Field = TraCS

Source = Created during TraCS data transfer process, crash-level variable

Type = Character [Convert from code with SAS format \$YESNO.]

Length = 1



This field indicates the data was provided by a law enforcement agency as a TraCS database transfer file (XML file) with an accompanying PDF file of the crash report. This field became available starting in 2015.

Variable Options

0 = No

1 = Yes

**115. Report – TraCS XSLT Version**

Database Field = XSLTversion

Source = Created during TraCS data transfer process, crash-level variable

Type = Character Length = 30

This field indicates the version of the XSLT stylesheet used to build the XML file for each report. That is the file used to electronically transfer crash data to NMDOT. Upgrades to an agency's TraCS, including changes or additions to the UCR form, result in a new version of the XSLT stylesheet and XML file. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

**116. Report Timing – Date Added to Database**

Database Field = DateAddedDB

Source = Created during data entry process, crash-level variable

Type = Numeric [Displayed with SAS date MMDDYY10.] Length = 8

This field indicates the date when the UCR was added to the state crash database. Format is MM/DD/YYYY. For crash data received via the TraCS XML data transfer, this is the date UNM downloaded the crash data from TraCS. This field became available starting in 2014.

- ✓ The timing sequence for date fields from first to last is: CrashDate, ReportDate, DateRoadCleared, StampDate, SysScanDate, and lastly DateAddedDB.

**117. Report Timing – Date Completed**

Database Field = ReportDate

Source = UCR form, crash-level variable

Type = Date [Displayed with SAS date MMDDYY10.] Length = 8

This field indicates the date the law enforcement agency completed the UCR form. This field became available starting in 2012.

- ✓ All date formats are MM/DD/YYYY. Before the SAS date format is applied, the value is presented as the number of days since Jan. 1, 1960 (day zero).

Variable Options Other Than a Date

09/09/9999 = Left blank

09/09/9998 = Invalid code

09/09/2009 = Left blank (obsolete)



**118. Report Timing – Date Road Cleared**

Database Field = DateRoadCleared

Source = UCR form, crash-level variable

Type = Date [Displayed with SAS date MMDDYY10.] Length = 8

This field indicates the date the roadway was cleared of the crash. It is available for crashes reported using the E July 2018 form, which was introduced in 2020. This field is available only for crashes reported using TraCS. See “Report Timing – Date Completed” for variable options.

**119. Report Timing – Date Scanned**

Database Field = SysScanDate

Source = Created during data entry process, crash-level variable

Type = Date [Displayed with SAS date MMDDYY10.] Length = 8

This field indicates the date when the crash report was scanned for data entry. For crash data received via the TraCS XML data transfer, this is the date UNM downloaded the crash data from TraCS. This field became available starting in 2012. See “Report Timing – Date Completed” for variable options.

**120. Report Timing – Date Stamped**

Database Field = StampDate

Source = Created during data entry process, crash-level variable

Type = Date [Displayed with SAS date MMDDYY10.] Length: 8

This field indicates the date when the UCR was received by NMDOT from the agency that completed the UCR. For hardcopy reports, it is a date stamped on the back of each UCR. For FTP e-deliveries (hardcopy UCRs in digital format), it should be the date downloaded by UNM. For crash data received via a TraCS XML data transfer, this is the date the law enforcement agency uploaded the data to the TraCS system and made it available to UNM for download. This field became available starting in 2012. See “Report Timing – Date Completed” for variable options.

**121. Report Timing – Time Incident Cleared**

Database Field = TimeIncidentCleared

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$TIME.] Length = 5

This field indicates the time the incident was cleared, in military time. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020. See “Timing – Military Time” for variable options.

**122. Report Timing – Time Officer Arrived**

Database Field = TimeArrived

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$TIME.] Length = 5

This field indicates the time the investigating officer arrived at the crash site, in military time. This field became available starting in 2012. See “Timing – Military Time” for variable options.



**123. Report Timing – Time Officer Notified**

Database Field = TimeNotified

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$TIME.]      Length = 5

This field indicates the time the investigating officer was notified of the crash, in military time. This field became available starting in 2012. See “Timing – Military Time” for variable options.

**124. Report Timing – Time Roadway Cleared**

Database Field = TimeRoadCleared

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$TIME.]      Length = 5

This field indicates the time the roadway was cleared of the crash, in military time. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020. See “Timing – Military Time” for variable options.

**125. Roadway – Intersection Type**

Database Field = Intersection

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format INTERSECTION.]      Length = 3

This field indicates the type of intersection. This field is available for crashes reported using the E July 2018 form, which was introduced in 2020.

Roundabouts are distinguished from traffic circles as follows: Roundabouts are defined as circular traffic patterns in which yield control is used on all entries, circulating vehicles have the right-of-way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island. A traffic circle is defined as an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road.

Variable Options

- 1 = Not an intersection
- 2 = Five-point or more
- 3 = Four-way
- 4 = Roundabout
- 5 = Traffic circle
- 6 = T-intersection
- 7 = Y-intersection
- 8 = L-intersection
- 98 = Invalid code
- 99 = Left blank



**126. Roadway – Relation to Junction**

Database Field = Junction

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format JUNCTION.] Length = 3

This field indicates the relationship of the crash to any junction. This field is available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options

- 1 = Nonjunction
- 2 = Acceleration/deceleration lane
- 3 = Crossover
- 4 = Crossover related
- 5 = Driveway
- 6 = Driverway access related
- 7 = Entrance/exit ramp
- 8 = Entrance/exit ramp related
- 9 = Intersection
- 10 = Intersection related
- 11 = Railway-grade crossing
- 12 = Shared-use path or trail
- 13 = Through roadway
- 98 = Invalid code
- 99 = Left blank

**127. Roadway – Road Character**

Database Field = RoadCharacter

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format RDCHAR.] Length = 3

This field indicates whether the road is straight or curved at the crash site. This field is being phased out. The 2020 introduction of the E July 2018 crash report form replaces the crash-level field RoadCharacter with the vehicle-level field RoadCharVe.

Variable Options:

- 0 = Not stated (pre-2012 code)
- 1 = Straight
- 2 = Curve
- 98 = Invalid code
- 99 = Left blank





**128. Roadway – Road Grade**

Database Field = RoadGrade

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format RDGRADE.] Length = 3

This field indicates the level of slope of the road at the crash site. This field is being phased out. The 2020 introduction of the E July 2018 crash report form replaces the crash-level field RoadGrade with the vehicle-level field RoadGradeVe.

Variable Options

0 = Not stated (pre-2012 code)

1 = Level

2 = Hillcrest

3 = On grade

4 = Dip or sag

98 = Invalid code

99 = Left blank

**129. Timing – Crash Date**

Database Field = CrashDate

Source = UCR form, crash-level variable

Type = Date [Displayed with SAS date MMDDYY10.] Length = 8

This field indicates the date on which the crash occurred. All date formats are MM/DD/YYYY. Before the SAS date format is applied, the value is presented as the number of days since Jan. 1, 1960 (day zero).

**130. Timing – Day of Week**

Database Field = Day

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format DAYW.] Length = 3

This field indicates the day of the week on which the crash occurred. It is derived from the CrashDate field.

Variable Options

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday



**131. Timing – Hour**

Database Field = Hour

Source = Derived from MilitaryTime, crash-level variable

Type = Numeric [Convert from code with SAS format HOURS.]      Length = 3

This field indicates the hour in which the crash occurred. It is derived from MilitaryTime. For example, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m. Use this variable instead of MilitaryTime to analyze crashes by hour of the day. If MilitaryTime is 00:00, the value of Hour is 99, to indicate missing data. If MilitaryTime is in the range of 00:01 to 00:59, the value of Hour is 0.

Variable Options

0 = 12 a.m.	14 = 2 p.m.
1 = 1 a.m.	15 = 3 p.m.
2 = 2 a.m.	16 = 4 p.m.
3 = 3 a.m.	17 = 5 p.m.
4 = 4 a.m.	18 = 6 p.m.
5 = 5 a.m.	19 = 7 p.m.
6 = 6 a.m.	20 = 8 p.m.
7 = 7 a.m.	21 = 9 p.m.
8 = 8 a.m.	22 = 10 p.m.
9 = 9 a.m.	23 = 11 p.m.
10 = 10 a.m.	98 = Invalid Code
11 = 11 a.m.	99 = Left Blank
12 = 12 p.m.	. = Missing Data
13 = 1 p.m.	

**132. Timing – Military Time**

Database Field = MilitaryTime

Source = UCR form, crash-level variable

Type = Character [Convert from code with SAS format \$TIME.]      Length = 5

This field indicates the time at which the crash occurred, expressed in 24-hour format (00:01 - 24:00). Time expressed as 00:00 on the crash report is considered to be missing data (i.e. left blank), not midnight. Midnight is coded as 24:00.

Variable Options Other Than 00:01 – 24:00

9998 = Invalid Code
9999 = Left Blank

**133. Timing – Month**

Database Field = Month

Source = Derived, crash-level variable

Type = Numeric [Convert from code with SAS format MNTH.]      Length = 3

This field indicates the month of the crash. It is derived from CrashDate.

Variable Options



- |              |               |
|--------------|---------------|
| 1 = January  | 7 = July      |
| 2 = February | 8 = August    |
| 3 = March    | 9 = September |
| 4 = April    | 10 = October  |
| 5 = May      | 11 = November |
| 6 = June     | 12 = December |

#### 134. Timing – Year

Database Field = Year

Source = Derived, crash-level variable

Type = Numeric Length = 3

This field indicates the year of the crash in the form YYYY. It is derived from CrashDate.

#### 135. Witness Present

Database Field = WitnessPresent

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format YESNO.] Length = 3

This field indicates whether witnesses to the crash were listed on the UCR form. A value of 1 indicates one or more witnesses. This field became available starting in 2012.

##### Variable Options:

0 = No

1 = Yes

#### 136. Work Zone

Database Field = WorkZone

Source = UCR form, crash-level variable

Type = Numeric [Convert from code with SAS format WORKZONE.] Length = 3

This field indicates in what type of work zone, if any, a crash took place. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

##### Variable Options

1 = Work zone – construction

2 = Work zone – maintenance

3 = Work zone – utility

98 = Invalid code

99 = Left blank



**137. Work Zone – Law Enforcement**

Database Field = WZLaw

Source = Crash-level variable

Type = Numeric [Convert from code with SAS format WZLAW.]      Length = 3

This field indicates whether law enforcement was present in the work zone in which the crash took place. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options:

- 1 = No
- 2 = Officer present
- 3 = Law enforcement vehicle only present
- 98 = Invalid code
- 99 = Left blank

**138. Work Zone – Location**

Database Field = WZLoc

Source = Crash-level variable

Type = Numeric [Convert from code with SAS format WZLOC.]      Length = 3

This field indicates where in a work zone the crash took place. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options:

- 1 = Before work-zone warning sign
- 2 = Advance warning area
- 3 = Transition area
- 4 = Activity area
- 5 = Termination area
- 98 = Invalid code
- 99 = Left blank

**139. Work Zone – Type**

Database Field = WZType

Source = Crash-level variable

Type = Numeric [Convert from code with SAS format WZTYPE.]      Length = 3

This field indicates the type of work zone in which a crash took place. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options:

- 1 = Lane closure
- 2 = Lane shift or crossover
- 3 = Work on shoulder or median
- 4 = Intermittent or moving work
- 5 = Other
- 98 = Invalid code
- 99 = Left blank



**140. Work Zone – Workers Present**

Database Field = WZWorkers

Source = Crash-level variable

Type = Character [Convert from code with SAS format \$YNU.]      Length = 2

This field indicates whether workers were present in the work zone in which the crash took place. This field became available for crashes reported using the E July 2018 form, which was introduced in 2020.

Variable Options:

N = No

Y = Yes

U = Unknown

98 = Invalid code

99 = Left blank



## Change Record

Date	Field Name	Description of Change
July 1, 2020	All fields	Significant revision to data dictionary structure. The order of entries were rearranged and full (long) names for each field were updated.
July 1, 2020	CrashOccurrence Light SHDTProp Weather	New variable options added after the release of E July 2018 form in July 2020. Adoption of the new form is expected to be gradual across law enforcement agencies throughout 2020 - 2022.
July 1, 2020	CMVinv DateRoadCleared FHE FHEAnalysis FHEImpact FHELocation FHEMannerCr Intersection Junction OfficerRank SBinv SBinv2 Secondary TimeIncidentCleared TimeRoadCleared Weather2 WorkZone WZLaw WZLoc WZType WZWorkers XSLTversion	New fields added after the release of E July 2018 form in July 2020. Adoption of the new form is expected to be gradual across law enforcement agencies throughout 2020 - 2022.
Feb. 8, 2021	MCinv	Added clarification that the definition includes ATVs.
Feb. 8, 2021	SHDTprop	Typo correction to code definition. Code 21 changed from “Sand or gravel spill” to “Fuel spill”. Code 22 definition added as “Sand or gravel spill”. Not a change to code definitions, but a correction to code mislabel.
May 6, 2021	GIS_Milepost GIS_Route	Updated definition for assignment of route and milepost.
Jun. 4, 2021	FormID	Added omitted form version ‘UCR Mar 6 2014 revised’



Jun. 28, 2021	AppendLoc	New field added to crash database.
---------------	-----------	------------------------------------



## Index of Database Fields

Agency .....	54	FHEImpact.....	19
AlcInv .....	27	FHELocation.....	18
Analysis.....	9	FHEManner .....	19
AnalysisName.....	8	FormID .....	54
AppendLoc .....	26	FormIDKofax.....	25
AStreet.....	46	FormMethod .....	26
BadgeNumber .....	59	GIS_Astreet.....	43
BStreet .....	45	GIS_Bstreet.....	42
CADNumber .....	53	GIS_CityUSCensus.....	40
CaseNumber.....	53	GIS_County.....	41
CheckedBy.....	53	GIS_LAT .....	41
City.....	32	GIS_LONG .....	41
CityOrig.....	45	GIS_MaintDist.....	41
Class.....	8	GIS_Milepost .....	42
ClassA .....	49	GIS_NatAmer_USCensus .....	42
ClassB .....	49	GIS_Route .....	43
ClassC.....	48	GIS_SPDist.....	43
Classification_Result .....	25	GIS_TransDist .....	44
CMVinv .....	27	GIS_UrbanRural .....	44
County .....	38	GIS_UTMX.....	44
CountyOrig .....	45	GIS_UTMY .....	44
CrashDate.....	65	HitRun .....	20
CrashDirection.....	39	Hour .....	66
CrashOccurrence.....	20	HzInv .....	28
DateAddedDB .....	61	ImageLoc .....	26
DateRoadCleared.....	62	Injured.....	48
Day .....	65	Intersection.....	63
DirectionFromLandmark .....	39	Junction .....	64
District .....	40	Killed.....	48
DrawingsBy .....	53	KTM_User.....	27
DrugInv .....	27	Landmark.....	45
Fatal_Injury .....	15	LatitudeOrig .....	45
FHE.....	16	Light.....	22
FHEAnalysis .....	16	Loc.....	25





LongitudeOrig.....	46	RoadCharacter .....	64
MaxDam .....	24	RoadGrade .....	65
MCinv .....	28	SBinV .....	30
Measurement.....	40	SBinV2.....	30
MeasurementsTakenBy.....	58	Secondary .....	21
MeasurementUnit .....	40	Severity .....	15
MilepostOrig .....	46	SHDTProp.....	52
MilitaryTime .....	66	StampDate.....	62
Month .....	66	StationReport.....	60
Motorists.....	47	SupervisorOnScene .....	60
MotorVeh .....	47	SysBatchNumber .....	24
NMDOTNumber.....	59	SysScanDate .....	62
NonLocal .....	29	System.....	46
NonMotorists.....	48	TimeArrived.....	62
NotifiedBy.....	59	TimeIncidentCleared.....	62
NumberOfDrawings .....	59	TimeNotified .....	63
nVeh.....	49	TimeRoadCleared.....	63
nVehOrig.....	50	TopCFace .....	23
OfficerAtScene.....	59	Total.....	49
OfficerRank.....	60	TraCS .....	60
OfficersSignaturePresent .....	60	TribalJurisdiction.....	47
pAddress.....	50	TrkInv.....	28
pCity .....	50	UCRnumber .....	52
pDesc.....	50	UCRorig.....	53
PECinv.....	29	Unhurt .....	48
PEDinv.....	29	UrbnRurl.....	47
pFirstName.....	50	Weather .....	22
pLastName .....	51	Weather2 .....	23
pMiddleName.....	51	WitnessPresent.....	67
pPhone .....	51	WorkZone .....	67
PrivateProperty .....	20	WZLaw .....	68
PropertyDamage.....	21	WZLoc.....	68
pState .....	51	WZType.....	68
pType .....	52	WZWorkers .....	69
pZip.....	51	XSLTversion .....	61
ReportDate .....	61	Year.....	67