

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

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OCCUPANT FILE CODES

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

This file contains occupant level data, along with some accident and vehicle level data. Only occupants involved in fatal and injury accidents are included in this file except that pedestrians, pedalcyclists, and motorcyclists are included in this file regardless of the severity of the accident. This file is intended for use in analyzing what happens to occupants in different kinds of accidents.

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

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

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

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

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

SAS FORM = A indicates character form
SAS FORM = N indicates numeric form
SAS FORM = DATE indicates SAS date form

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

The design of this file and the programming necessary to create it were done by Jim Davis and Steven Flint. Arlene Herrera completed this manual using a computer

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package named FORMAT. Steven Flint performed the March, 1980 revision. Bich-Hanh Nguyen performed the December, 1980 revision. Carolyn Getz performed the November, 1984 revision using VS/SCRIPT. Bich-Hanh Nguyen supervised the June, 1989 revision performed by John German using VS/SCRIPT. Bich-Hanh Nguyen supervised the August, 1995 revision performed by Alicia Black using WordPerfect. Bich-Hanh Nguyen supervised the February, 2000 revision performed by Linda Zhang and Agate Ponder-Sutton using Microsoft Word.

See Index A (with bullets) for a quick reference to SAS variable names.

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

3.1.1 ACCIDENT REPORT NUMBER

Location = 197-202 Length = 6 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 1-6

3.1.2 ACCIDENT DATE

Location = 203-210 Length = 6 Type = N Form = CH

Name = **DATE** Format: **SAS date formats** SAS form = DATE

Date of the accident in the form MMDDYY. Files prior to 1980 contain a few incorrect values. For example, in 1979 there are some 1978 and some 1967 dates. There are also three dates missing 1991 and four in 1993. But these are very few and the data are quite usable. The date is also represented on the file with the three variables:

Name = MONTH	Format = MNTH.	SAS form = N	Location = 24-26
Name = DY	Format = 2.	SAS form = N	Location = 27-29
Name = YEAR	Format = 2.	SAS form = N	Location = 30-32

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

Source: TSTATB Accident file Record 0 Location 9-14

3.1.3 REPORTING AGENCY

Location = 0-2 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 15

3.1.4 ACCIDENT SEVERITY

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

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

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

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

Source: TSTATB Accident file Record 0 Location 16

3.1.5 HIT AND RUN ACCIDENT

Location = 211 Length = 1 Type = N Form = CH

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

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

Y Yes
N No

Source: TSTATB Accident file Record 0 Location 17

3.1.6 TIME OF ACCIDENT

Location = 212-215 Length = 4 Type = A Form = CH

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

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

Source: TSTATB Accident file Record 0 Location 18-21

3.1.7 HOUR OF ACCIDENT

Location = 180-182

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

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

Source: Program derived

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3.1.8 ACCIDENT LOCATION

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

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

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

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

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

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

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

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

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3.1.8 ACCIDENT LOCATION
 (continued)

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

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3.1.9 POPULATION GROUP

Location = 6-8 Length = 2 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 25-26

3.1.10 COUNTY

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

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

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

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

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

Source: Program derived

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3.1.11 LICENSE COUNTY

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

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

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

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

Source: TSTATB Accident file Record 0 Location 27-28

3.1.12 DAY OF WEEK

Location = 12-14 Length = 1 Type = N Form = CH

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

No problems found with DAY.

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

Source: TSTATB Accident file Record 0 Location 29

3.1.13 HIGHWAY ELEMENT CODE

Location = 15-17 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 30

3.1.14 ROADWAY RELATION

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

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

No problems found.

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

Source: TSTATB Accident file Record 0 Location 55

3.1.15 ACCIDENT CLASSIFICATION

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

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

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

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

* See NSC traffic accident manual for definitions

Source: TSTATB Accident file Record 0 Location 56-57

3.1.16 ACCIDENT ANALYSIS

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

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

This item is coded in conjunction with item 14 (CLASS) and is represented as a four-digit concatenation of the CLASS value with the ANALYSIS code.

For every year, there are some cases where no class was coded, yet a one to two digit number for analysis was. In 1977 there was one case of this, 27 cases in 1978, six in 1979, five in 1980, one in 1988 and 1989, seven in 1990, eight in 1991, fifteen in 1992, two in 1993 and 1994, five in 1996, 34 in 1998.

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

OVERTURN (01)

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

OTHER NON-COLLISION (02)

- 01 All others
- 02 Fire in vehicle (not the result of accident)
- 03 Person falling from vehicle
- 04 Jackknife
- 05 Across open area
- 06 Into ravine
- 07 Submersion in an arroyo
- 08 Submersion in a dip
- 09 Submersion in a ditch
- 10 Submersion in a lake
- 11 Submersion in a pond
- 12 Submersion in a river
- 20 Vehicle breakage
- 21 Carbon monoxide poisoning
- 22 Explosion
- 23 Falling object
- 24 Hit by object in vehicle
- 25 Occupant thrown against vehicle
- 26 Injury/damage from moving part

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3.1.16.1 ACCIDENT ANALYSIS (continued)

- 27 Object thrown in
- 28 Chemical leak
- 29 Bridge collision – weight
- 30 Road collision – weight
- 31 Object fell on vehicle
- 32 Holes or bumps
- 33 Towing sled

PEDESTRIAN (03)

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

OTHER VEHICLE (04)

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

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

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3.1.16.2 ACCIDENT ANALYSIS (continued)

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

21	Opposite direction	- Head on collision
22	"	- Sideswipe collision
23	Same direction	- Rear end collision
24	"	- Sideswipe collision
25	One car	- Parked improper location
26	"	- Stopped in traffic
27	"	- Entering parked position
28	"	- Forward from parked position
29	"	- Backing from parked position
30	"	- Entering driveway access
31	"	- Leaving driveway access
32	"	- Backing from driveway access
33	"	- Backing from other than driveway
34	All other non-intersection (use for process of u-turns on highway, road, street)	
35	Not stated	
36	Stalled in traffic	
37	Other direction – one spun	
38	Same direction – one spun	
40	Wrong way - ramp	
41	Wrong way - other entry	
42	Wrong way – U turn	
43	Wrong way – Unknown	
50	Parts – tire	
51	Parts – lug nuts	
52	Parts – miscellaneous	
53	Loose trailer	
54	Loose towed vehicle	
55	Load – gravel	
56	Load – Const. mtl	
57	Load – trash	
58	Load – furniture	
59	Load – other	
60	Gravel from road	
61	Snow/ice/slush	
62	Water	

3.1.16.3 ACCIDENT ANALYSIS (continued)

VEHICLE ON OTHER ROADWAY (05)

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

PARKED VEHICLE (06)

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

RAILROAD TRAIN (07)

- 00 Not known or stated
- 01 Vehicle struck train
- 02 Train struck vehicle
- 03 Vehicle parked or stranded on tracks
- 04 Train derailed
- 05 Non-train on tracks

3.1.16.4 ACCIDENT ANALYSIS (continued)

PEDALCYCLIST (08)

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

ANIMAL (09)

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

FIXED OBJECTS (10)

- 00 Other and not stated
- 01 Abutment or pier
- 02 Barricade
- 03 Bridge
- 04 Building

3.1.16.5 ACCIDENT ANALYSIS (continued)

- 05 Cattle guard
- 06 Construction material or equipment
- 07 Culvert or drain pipe (cement)
- 08 Ditch
- 09 Drain or drain cover (man holes)
- 10 Embankment
- 11 Equipment (work or construction)
- 12 Fence (wood, brick, stone)
- 13 Fire hydrant
- 14 Guard or reflector posts
- 15 Gas meter
- 16 Guard rail
- 17 Guard rail at bridge or culvert
- 18 Hydro cells or tor shok device
- 19 Light standard (light pole)
- 20 Median (raised) or curb
- 21 Sign or sign post (traffic)
- 22 Sign or sign post (commercial)
- 23 Tree
- 24 Utility post or telephone pole
- 25 Traffic signal standard
- 26 Parking meter
- 27 Fence (barbed wire)
- 28 Other and not stated
- 29 Cliff wall
- 30 Dry arroyo
- 31 Dry ditch
- 32 Dumpster
- 33 Embankment – rock
- 34 Embankment – concrete
- 35 Embankment – unknown
- 36 Mailbox
- 37 Man-made items
- 38 Overhead wires
- 39 Overpass
- 40 Railroad gate
- 41 Railroad signals
- 42 Railroad track
- 43 Jersey bounce
- 44 Divider wall
- 45 Divider fence
- 46 Shrubs

3.1.16.6 ACCIDENT ANALYSIS (continued)

OTHER OBJECTS (11)

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

Source: TSTATB Accident file Record 0 Location 58-59

3.1.17 LIGHTING

Location = 39-41 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 0 Location 87

3.1.18 WEATHER

Location = 42-44 Length = 1 Type = N Form = CH

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

No problems found.

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

Source: TSTATB Accident file Record 0 Location 88

3.1.19 ROAD CHARACTER

Location = 45-47 Length = 1 Type = N Form = CH

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

One miscode (a 3) in 1978.

- 0 Not stated
- 1 Straight
- 2 Curve

Source: TSTATB Accident file Record 0 Location 89

3.1.20 ROAD GRADE

Location = 48-50 Length = 1 Type = N Form = CH

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

One miscode (5) in 1978.

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

Source: TSTATB Accident file Record 0 Location 90

3.1.21 ADMINISTRATIVE ROUTE

Location = 216-219 Length = 4 Type = N Form = CH

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

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

Examples of codes are:

<u>Code</u>	<u>Status</u>	<u>Highway</u>
04011-4, or 7 I-40		Federal aid interstate - FAI (purple)
0311	US666	Federal aid primary - FAP (green)
12175	NM176	Federal aid secondary - FAS (red)
2042	NM42	Other state roads (brown)
3000		All local roads
40005		Federal aid urban (state) - FAU (blue)
40006		Federal aid urban (local) - FAU (orange)
6000		Municipal arterial project MAP (pink)
7032	INDIAN 32	Tribal or BIA
8145	FR 145	Forest service
9206A	CR 206A	County roads according to district

Source: TSTATB Accident file Record 0 Location 120-123

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3.1.22 ROUTE STATUS

Location = 220 Length = 1 Type = N Form = CH

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

Because of a variety of county road numbering schemes, any alpha or numeric character is possible in this field. There are missing values; five in 1988, two in 1993 and 1994, and six in 1998.

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

Source: TSTATB Accident file Record 0 Location 124

3.1.23 MILE LOG

Location = 189-192 Length = 5 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 0 Location 31-35

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3.1.24 MILE POST

Location = 193-196 Length = 5 Type = N Form = CH

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

Five-digit mile post of accident with two implied decimal places. MILEPOST is usually zero for non-rural accidents (accident location, item 7, not equal to 000). MILEPOST is inaccurate. It is not used for primary locational purposes, just as a cross check. Milepost markers are incorrect by as much as a mile. In 1977 and 1978 MILEPOST appeared in the BSTREET field. See also the discussion of ASTREET in the Accident Level User's Guide.

Source: TSTATB Accident file Record 0 Location 40-44

3.1.25 POSTED SPEED

Location = 221-222 Length = 2 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 1 Location 27-28

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3.1.26 TYPE OF LICENSE

Location = 223 Length = 1 Type = A Form = CH

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

See DNAME in the Detail Level User's Guide.

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

Source: TSTATB Accident file Record 1 Location 94

3.1.27 DRIVER RESIDENCE

Location = 224 Length = 1 Type = A Form = CH

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

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

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

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

Source: TSTATB Accident file Record 1 Location 95

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3.1.28 VEHICLE NUMBER (CAR NUMBER)

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

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

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

Source: TSTATB Accident file Record 2 Location 15-16

3.1.29 VEHICLE DAMAGE

Location = 54-56 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident File Record 2 Location 67

3.1.30 LIABILITY INSURANCE

Location = 225 Length = 1 Type = A Form = CH

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

For all years, about 20 percent is coded U. Miscodes: 0,1 in 1978.

- Y Yes
- N No
- U Unknown

Source: TSTATB Accident file Record 2 Location 68

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3.1.31 PEDESTRIAN

Location = 226 Length = 1 Type = A Form = CH

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

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

Y	Yes
N	No

Source: TSTATB Accident file Record 2 Location 69

3.1.32 ROAD CONDITION

Location = 57-59 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 70

3.1.33 ROAD SURFACE

Location = 60-62 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 71

3.1.34 TRAFFIC CONTROL

Location = 63-65 Length = 1 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 2 Location 72

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3.1.35 ROAD DESIGN

Location = 66-71 Length = 2 Type = N Form = CH

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

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

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

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

Source: TSTATB Accident file Record 2 Location 73-74

3.1.36 ROAD DESIGN (II)

Location = 72-77 Length = 2 Type = N Form = CH

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

Use these together.

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

Source: TSTATB Accident file Record 2 Location 75-76

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3.1.37 CONTRIBUTING FACTORS (I)

Location = 78-86 Length = 3 Type = N Form = CH

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

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

Up to three factors can be used from below:

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

Source: TSTATB Accident file Record 2 Location 77-79

3.1.38 CONTRIBUTING FACTORS (II)

Location = 87-95 Length = 3 Type = N Form = CH

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

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

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

Source: TSTATB Accident file Record 2 Location 80-82

3.1.39 CONTRIBUTING FACTORS (III)

Location = 96-104 Length = 3 Type = N Form = CH

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

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

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

Source: TSTATB Accident file Record 2 Location 83-85

3.1.40 DRIVER ACTION (I)

Location = 105-107 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 86

3.1.41 DRIVER ACTION (II)

Location = 108-110 Length = 1 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 87

3.1.42 DRIVER/PEDESTRIAN SOBRIETY

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

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

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

Source: TSTATB Accident file Record 2 Location 88

3.1.43 PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (I)

Location = 111-116 Length = 2 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 89-90

3.1.44 PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (II)

Location = 117-122 Length = 2 Type = N Form = CH

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

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

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

Source: TSTATB Accident file Record 2 Location 91-92

3.1.45 PEDESTRIAN AT INTERSECTION

Location = 123-125 Length = 1 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 2 Location 93

3.1.46 PEDESTRIAN NOT AT INTERSECTION (I)

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

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

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

Source: TSTATB Accident file Record 2 Location 94

3.1.47 PEDESTRIAN NOT AT INTERSECTION (II)

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

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

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

Source: TSTATB Accident file Record 2 Location 95

3.1.48 TRAILER TOWED BY

Location = 132-134 Length = 1 Type = N Form = CH

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

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

Source: TSTATB Accident file Record 2 Location 114

3.1.49 ENFORCEMENT ACTION

Location = 227-228 Length = 2 Type = A Form = CH

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

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

B Booked
C Citation
W Warning
O, Blank None or not stated
P Pending

Source: TSTATB Accident file Record 2 Location 115-116

3.1.50 VIOLATIONS

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

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

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

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

OCCUPANT FILE CODES

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3.1.50.1 VIOLATIONS (continued)

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

OCCUPANT FILE CODES

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3.1.50.2 VIOLATIONS (continued)

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

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

3.1.51 ROAD DEFECTS

Location = 135-137 Length = 1 Type = N Form = CH

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

In all years, greater than 99 percent do not apply. ROADCOND may be more useful.

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

Source: TSTATB Accident file Record 2 Location 180

3.1.52 SEAT POSITION

Location = 238-239 Length = 2 Type = A Form = CH

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

Especially in 1977 and 1978, COG did not use the special codes MD and MP, but used LF and LR instead. The information may not be very trustworthy. The reporting officer may consider this unimportant and if someone was ejected from the vehicle, it is difficult to tell where he was sitting.

BA Babe in arms
BP Bus passenger
CM Truck camper
FV Fell from vehicle
JP Jumped from vehicle
LS Lap
LF Left front
LR Left rear
CF Center front
CR Center rear
RF Right front
RR Right rear
LT Left 3rd seat
CT Center 3rd seat
RT Right 3rd seat
FS Fourth in seat
MD Motorcycle driver
MH Motorhome
MP Motorcycle passenger
PD Pedestrian
PC Pedalcyclist
OT Bed of truck, bus, semi-sleeper, persons sitting on another's lap, babies in arms, etc. – all others
SS Semi sleeper
TB Truck bed
TD On towed device
TO Trailer occupant
UN Occupant position unknown

Source: TSTATB Accident file Record 3 Location 17-18

3.1.53 OCCUPANT BLOOD ALCOHOL TEST TYPES

Location = 159-164 Length = 2 * 1 Type = N Form = CH

Name = **BACT1 and BACT2** Format: **BACT.** SAS form = N

BACT is not present prior to 1980. BACT1 is the first test given and BACT2 is the second test given.

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

Source: TSTATB Accident file Record 3 Location 19-20

3.1.54 OCCUPANT BLOOD ALCOHOL CONTENT

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

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

BACLEVEL is not present prior to 1980.

This is the blood alcohol content expressed as a percentage. Coded (and read by SAS) with an implied decimal point before the two digits. The legal limit for presumption of intoxication (DWI) is .10. If more than one test was given, the highest resulting BAC is coded.

Source: TSTATB Accident file Record 3 Location 21-22

3.1.55 OCCUPANT LAST NAME

Location = 240-248 Length = 9 Type = A Form = CH

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

Last name field was added starting in 1997.

Source: TSTATB Accident file Record 3 Location 23-28, 30-32

3.1.56 OCCUPANT FIRST INITIAL

Location = 249 Length = 1 Type = A Form = CH

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

First initial of occupant. This item was added starting in 1997.

Source: TSTATB Accident file Record 3 Location 33

3.1.57 OCCUPANT SEATBELT

Location = 177-179 Length = 1 Type = N Form = CH

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

- 0 Not stated
- 1 Seat belt not installed
- 2 Belt installed but not used
- 3 Belt installed and used
- 4 Shoulder harness installed but not used
- 5 Harness installed and used
- 6 Combination belt and harness used
- 7 Ejected from vehicle
- 8 Air bag
- 9 Child seat used

Source: TSTATB Accident file Record 3 Location 34

3.1.58 HELMET

Location = 240 Length = 1 Type = A Form = CH

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

Miscodes: one " in 1978, one O in 1977.

Y Yes
N No
U Unknown

Source: TSTATB Accident file Record 3 Location 35

3.1.59 AGE OF OCCUPANT

Location = 138-140 Length = 2 Type = N Form = CH

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

00 Not stated
99 Ninety-nine or older

Source: TSTATB Accident file Record 3 Location 36-37

3.1.60 SEX OF OCCUPANT

Location = 251 Length = 1 Type = A Form = CH

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

M Male
F Female
Blank Unknown

Source: TSTATB Accident file Record 3 Location 38

3.1.61 INJURY TO OCCUPANT

Location = 252 Length = 1 Type = A Form = CH

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

K Killed
A Incapacitating injury - carried from the scene
B Visible injury
C Complaint of injury but none visible
O No apparent injury
Blank Unknown

Source: TSTATB Accident file Record 3 Location 39

The following data items are derived by the file building program from data contained in the accident and vehicle levels of the TSTATB Accident file.

3.1.62 VEHICLE TYPE

Location = 141-143 Length = 1 Type = N Form = CH

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

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

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

Source: Program derived

3.1.63 HIGHEST CONTRIBUTING FACTOR -- CAR

Location = 144-146 Length = 2 Type = N Form = N

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

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

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

Source: Program derived

3.1.64 HIGHEST CONTRIBUTING FACTOR -- ACCIDENT

Location = 147-149 Length = 2 Type = N Form = CH

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

This field uses the same codes as item 63 above.

Source: Program derived

3.1.65 ALCOHOL INVOLVEMENT -- CAR

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

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

If more than one code applies the code with the highest number is used. The coders generally force SOBRIETY, the contributing factors and the citations to be internally consistent. For example, if someone is cited for DWI, alcohol involvement is indicated in the contributing factors and the sobriety field.

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

Source: Program derived

3.1.66 ALCOHOL INVOLVEMENT -- ACCIDENT

Location = 153-155 Length = 1 Type = N Form = CH

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

This item is coded the same as item 65.

Source: Program derived

3.1.67 PEDESTRIAN INVOLVEMENT

Location = 168-170 Length = 1 Type = N Form = CH

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

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

This field is new as of November, 1984, it used to be part of PEDMC field. Definitional problems can show up.

0	Pedestrian not involved
1	Pedestrian involved

Source: Program derived

3.1.68 MOTORCYCLE INVOLVEMENT

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

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

This field was part of PEDMC field, which was split for Federal Fiscal Year 1984. Only available on SAS files since FY84 and thereafter. In 1980 COG coded a fatal motorcycle accident as a fatal car accident.

0	Motorcycle not involved
1	Motorcycle involved

Source: Program derived

3.1.69 PEDALCYCLE INVOLVEMENT

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

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

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

- 0 Pedalcycle not involved
- 1 Pedalcycle involved

Source: Program derived

3.1.70 ROAD SYSTEM

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

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

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

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

Source: Program derived

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