



# **New Mexico Traffic Crash Database**

## **Crash-Level Data Dictionary and User's Guide**

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

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

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. A table of contents on Page 4 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 Page 53.



## 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 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.

## NEW CODES FOR DATA QUALITY

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

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

**LB or 99** =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 by Full Name

1. UCR Number.....6	30. Crash Direction.....24
2. Crash Date.....6	31. GIS Transportation District.....25
3. Year.....6	32. GIS Maintenance District.....25
4. Month.....6	33. GIS State Police District.....25
5. Military Time.....7	34. GIS UTM X Coordinate.....26
6. Hour.....7	35. GIS UTM Y Coordinate.....26
7. Day of Week.....7	36. GIS Latitude.....26
8. Law Enforcement Agency.....8	37. GIS Longitude.....26
9. County.....13	38. Original Latitude.....26
10. GIS County.....13	39. Original Longitude.....26
11. Original County.....13	40. Fatal or Injury Crash.....27
12. City.....14	41. Severity.....27
13. GIS City.....19	42. Crash Classification.....28
14. Original City.....19	43. Crash Classification Analysis Code.....28
15. Primary Street (Occurred On).....20	44. Original Analysis Code.....34
16. GIS Primary Street.....20	45. Location of First Harmful Event.....34
17. Nearest Intersecting Street.....20	46. Hit-and-Run.....34
18. GIS Nearest Intersecting Street.....20	47. Light.....35
19. Landmark.....21	48. Private Property.....35
20. Direction from Landmark.....21	49. Property Damage Only.....36
21. Distance from Landmark.....21	50. Weather.....36
22. Distance from Landmark Measure Unit.....21	51. Road Character.....36
23. GIS Route Name.....22	52. Road Grade.....37
24. GIS Milepost.....22	53. Station Report.....37
25. Original Milepost.....22	54. Tribal Jurisdiction.....37
26. Urban or Rural Designation.....23	55. Killed.....37
27. Road System.....23	56. Suspected Serious Injuries.....38
28. GIS Urban or Rural Designation.....23	57. Suspected Minor Injuries.....38
29. GIS Native American Reservation.....24	58. Possible Injuries.....38



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59. Injured .....	38	88. Witness Present .....	46
60. Unhurt.....	39	89. Time Notified.....	46
61. Total People in Crash .....	39	90. Time Arrived.....	47
62. Number of Vehicles.....	39	91. Notified By.....	47
63. Original Number of Vehicles.....	39	92. Supervisor on Scene.....	47
64. Number of Motorized Vehicles .....	39	93. Checked By.....	47
65. Motorists .....	40	94. Officer Signature Present.....	47
66. Non-Motorists.....	40	95. Officer at Scene .....	48
67. Top Contributing Factor in Crash .....	40	96. District .....	48
68. Alcohol Involvement .....	41	97. Report Date .....	48
69. Drug Involvement .....	41	98. Number of Drawings .....	48
70. Pedestrian Involvement .....	41	99. Drawings By .....	48
71. Motorcycle Involvement .....	42	100. Measurements Taken By.....	49
72. Pedalcyclist Involvement .....	42	101. Case Number .....	49
73. Heavy Truck Involvement.....	42	102. NMDOT Number.....	49
74. Hazardous Material Involvement.....	43	103. CAD Number .....	49
75. Maximum Vehicle Damage .....	43	104. Form ID .....	49
76. Non-local Driver Involvement.....	43	105. Form Method .....	50
77. Other Property – State Highway Property ...	44	106. Form ID Kofax.....	50
78. Other Property – Property Type .....	44	107. Classification Result .....	50
79. Other Property – Description .....	44	108. Batch Number .....	51
80. Other Property – Owner Last Name .....	45	109. System Scan.....	51
81. Other Property – Owner First Name .....	45	110. Stamp Date .....	51
82. Other Property – Owner Middle Name .....	45	111. KTM User.....	51
83. Other Property – Owner Address.....	45	112. Original UCR Number .....	51
84. Other Property – Owner City .....	45	113. TraCS Data.....	52
85. Other Property – Owner State.....	46	114. File Location.....	52
86. Other Property – Owner ZIP.....	46		
87. Other Property – Owner Phone.....	46		



### 1. 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.

### 2. Crash Date

Database Field = CrashDate

Source = UCR form, crash-level variable

Type = Numeric [Displayed with SAS date MMDDYY10.]

Length = 8

This field indicates the date on which the crash occurred. Without the SAS date format, it is the number of days since January 1, 1960 (day zero).

### 3. 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.

### 4. Month

Database Field = Month

Source = Derived, crash-level variable

Type = Numeric [Convert to text with SAS format MNTH.]

Length = 3

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

#### Variable Options

- 1 = January
- 2 = February
- 3 = March
- 4 = April
- 5 = May
- 6 = June

- 7 = July
- 8 = August
- 9 = September
- 10 = October
- 11 = November
- 12 = December



**5. Military Time**

Database Field = MilitaryTime

Source = UCR form, crash-level variable

Type = Character [Convert to text with SAS format \$TIME.] Length = 5

This field indicates the time at which the crash occurred, expressed in 24-hour format (00:00 - 23:59). Time expressed as 00:00 is considered to be missing data, not midnight. The values 9998 and 9999 indicate invalid and left blank, respectively.

**6. Hour**

Database Field = Hour

Source = Derived from MilitaryTime, crash-level variable

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

**7. Day of Week**

Database Field = Day

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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    | 5 = Thursday |
| 2 = Monday    | 6 = Friday   |
| 3 = Tuesday   | 7 = Saturday |
| 4 = Wednesday |              |



**8. Law Enforcement Agency**

Database Field = Agency

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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
- 600s = New city-based police agencies and marshals added in 2012
- 700s = New tribal police added in 2012
- 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                 | 65 = Santa Clara Police Department (formerly Central) |
| 4 = Station Report                                | 67 = Chama Police Department                          |
| 10 = Alamogordo Police Department                 | 70 = Cimarron Police Department                       |
| 11 = Albuquerque Airport Police Department        | 75 = Clayton Police Department                        |
| 12 = Albuquerque Aviation Police Department       | 80 = Cloudcroft Police Department                     |
| 13 = Albuquerque Fire Department                  | 85 = Clovis Police Department                         |
| 14 = Albuquerque Public Schools Police Department | 90 = Columbus Police Department                       |
| 16 = Anthony Police Department                    | 95 = Corona Police Department                         |
| 17 = Angel Fire Police Department                 | 97 = Corrales Police Department                       |
| 20 = Artesia Police Department                    | 98 = Cuba Police Department                           |
| 25 = Aztec Police Department                      | 100 = Deming Police Department                        |
| 30 = Bayard Police Department                     | 105 = Des Moines                                      |
| 35 = Belen Police Department                      | 110 = Dexter Police Department                        |
| 40 = Bernalillo Police Department                 | 111 = Dora Police Department                          |
| 45 = Bloomfield Police Department                 | 112 = Eagle Nest                                      |
| 46 = Bosque Farms Police Department               | 113 = Elida Police Department                         |
| 50 = Capitan Police Department                    | 114 = Edgewood Police Department                      |
| 55 = Carlsbad Police Department                   | 115 = Encino Police Department                        |
| 60 = Carrizozo Police Department                  | 116 = Elephant Butte Police Department                |
| 63 = Causey Police Department                     | 120 = Española Police Department                      |
|   | 125 = Estancia Police Department                      |
|   | 130 = Eunice Police Department                        |





135 = Farmington Police Department	305 = Pecos Police Department
138 = Floyd Police Department	307 = Peralta Police Department
140 = Folsom Police Department	308 = Placitas Police Department
145 = Fort Sumner Police Department	310 = Portales Police Department
150 = Gallup Police Department	315 = Questa Police Department
155 = Grady Police Department	325 = Raton Police Department
160 = Grants Police Department	327 = Red River Marshal's Office
165 = Grenville Police Department	328 = Reserve Police Department
170 = Hagerman DPS	329 = Rio Rancho Police Department
175 = Hatch Police Department	330 = Roswell Police Department
180 = Hobbs Police Department	331 = Rio Rancho Department of Public Safety
185 = Hope Police Department	335 = Roy Police Department
187 = House Police Department	340 = Ruidoso Police Department
190 = Hurley Police Department	345 = Ruidoso Downs Police Department
200 = Jal Police Department	355 = San Jon Police Department
209 = Jemez Springs Marshals Office	356 = San Ysidro Marshal's Office
210 = Jemez Springs Police Department	360 = Santa Fe Police Department
214 = Lake Arthur Marshals Office	362 = Santa Fe Radio Communications Center
215 = Lake Arthur Police Department	370 = Santa Rosa Police Department
217 = La Mesilla	380 = Silver City Police Department
218 = Lamy Police Department	385 = Socorro Police Department
220 = Las Cruces Police Department	395 = Springer Police Department
225 = Las Vegas Police Department	398 = Sumner Lake Police Department
232 = Logan Police Department	400 = Sunland Park Police Department
235 = Lordsburg Police Department	405 = Taos Police Department
240 = Los Alamos Police Department	408 = Taos Ski Valley Department of Public Safety
245 = Los Lunas Police Department	410 = Tatum Police Department
247 = Los Ranchos DPS	415 = Texico Police Department
250 = Loving Police Department	416 = Tijeras Police Department
255 = Lovington Police Department	420 = T or C Police Department
259 = Magdalena Marshal's Office	425 = Tucumcari Police Department
260 = Magdalena Police Department	430 = Tularosa Police Department
265 = Maxwell Police Department	435 = Vaughn Police Department
270 = Melrose Police Department	440 = Virden Police Department
275 = Mesilla Marshal's Office	444 = Wagon Mound Marshal's Office
280 = Milan Police Department	445 = Wagon Mound Police Department
283 = Mora Police Department	450 = Willard Police Department
285 = Moriarty Police Department	452 = Williamsburg Police Department
289 = Mosquero Marshal's Office	9996 = Other City Police (agency name unknown due to city name not specified, pre-2012 data only)
290 = Mosquero Police Department	
295 = Mountainair Police Department	

Continued on next page.



### TRIBAL & BIA POLICE

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

### 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
- 520 = New Mexico Military Institute Police (NMMI)
- 525 = New Mexico State University Police Department (NMSU)
- 530 = University of New Mexico Police Department
- 535 = UNM Gallup Police Department
- 550 = Western New Mexico University Police
- 9995 = Campus Police (agency name unknown, occurs in pre-2012 data only)

### MISCELLANEOUS AGENCIES

- |  |  |
|--|--|
| 800 = NM DPS Motor Transportation Police   | 845 = U.S. federal law enforcement agency            |
| 810 = National Park Police                 | 850 = Veterans Hospital Police Department            |
| 815 = BNSF Railroad Police Department      | 855 = Western UNM Academy Security                   |
| 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 Pool |
| 840 = U.S. Air Force OSI                   |  |



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

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

MISSING DATA

- 9998 = Invalid code
- 9999 = Left blank
- . = Left blank
- 0 = Left blank



### **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).



**9. County**

Database Field = County

Source = Derived, crash-level variable

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

**10. 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.

**11. 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.



### 12. City

Database Field = City

Source = Derived, crash-level variable

Type = Numeric [Convert to text with SAS format CITY.]

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	30 = Albuquerque	37 = Anton Chico
99 = None (obsolete code)	31 = Alcalde	25 = Anzac Village
1 = Abeytas	29 = Algodones	38 = Apache Creek
3 = Abiquiu	26 = Allison	41 = Aragon
6 = Abiquiu Lake	28 = Alto	49 = Arboles
2 = Abo	32 = Amalia	43 = Arenas Valley
4 = Acoma	35 = Ambrosia Lake	40 = Armijo
5 = Acomita	36 = Amistad	45 = Arrey
8 = Acomita Lake	27 = Anapra	44 = Arroyo del Pueblo
<i>Categorized as Acomita.</i>	39 = Ancho	47 = Arroyo Hondo
9 = Adelino	21 = Angel Fire	46 = Arroyo Seco
7 = Agua Fria	33 = Animas	50 = Artesia
<i>Categorized as Santa Fe.</i>	42 = Antelope Wells	55 = Atoka
10 = Alameda	34 = Anthony	60 = Atrisco
16 = Alamillo	48 = Anthony Town	70 = Aztec
22 = Alamo Navajo	<i>Categorized as Anthony.</i>	75 = Bard
20 = Alamogordo		



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 Consequence</i>
<i>Categorized as Albuquerque.</i>	220 = Cowles	260 = Elida
140 = Carrizozo	213 = Coyote	262 = Elkins
141 = Carson	209 = Crossroads	272 = Embudo
127 = Casa Blanca		269 = Encinal



270 = Encino	380 = Grenville	462 = La Luz
274 = Ensenada	381 = Guadalupita	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
350 = Grady	458 = La Jara	525 = Los Luceros
360 = Grants	461 = La Joya	530 = Los Lunas
365 = Greenfield	463 = La Loma	534 = Los Ojos





536 = Los Padillas	589 = Monticello	627 = Otis
537 = Los Ranchos de Albuquerque <i>Categorized as Albuquerque</i>	603 = Montoya	628 = Paguete
540 = Loving	602 = Monument	924 = Pajarito Mesa
550 = Lovington	574 = Moquino	925 = Paradise Hills <i>Categorized as Albuquerque</i>
549 = Lower Frisco	604 = Mora	683 = Paraje
548 = Luis Lopez	605 = Moriarty	629 = Park View
552 = Lumberton	917 = Morningside	684 = Pastura
551 = Luna	600 = Mosquero	685 = Peak Place
554 = Lupton	606 = Mount Dora	926 = Pecan Park
556 = Lyden	582 = Mountain View	630 = Pecos
561 = Madrid	610 = Mountainair	633 = Peña Blanca
563 = Madrone	609 = Mule Creek	634 = Peñasco
560 = Magdalena	571 = Nadine	651 = Pep
565 = Malaga	613 = Nageezi	635 = Peralta
567 = Maljamar	572 = Nakaibito	647 = Petaca
566 = Manuelito	611 = Nambe Pueblo	652 = Picacho
568 = Manzano	918 = Napi Headquarters	637 = Picuris Pueblo
562 = Manzano Springs	614 = Nara Visa	636 = Pie Town
570 = Maxwell	617 = Naschitti	631 = Pilar
575 = Mayhill	612 = Navajo	638 = Pinedale
555 = McAlister	615 = Navajo Dam	671 = Pinehill
558 = McCarty's Village	573 = Nenahnezad	653 = Piñon
553 = McDonald	607 = New Laguna	621 = Pinos Altos
557 = McGaffey	626 = Newcomb	641 = Placita
559 = McIntosh	616 = Newkirk	632 = Placitas
576 = Meadow Lake	619 = Nogal	724 = Placitas (Doña Ana)
577 = Medanales	919 = North Acomita Village <i>Categorized as Acomita</i>	665 = Playas
580 = Melrose	920 = North Hobbs <i>Categorized as Hobbs</i>	715 = Pleasanton
583 = Mentmore	921 = North Hurley <i>Categorized as Hurley</i>	639 = Pojoaque
585 = Mescalero Apache	922 = North Light Plant	654 = Polvadera
590 = Mesilla <i>Categorized as Las Cruces</i>	886 = North San Ysidro (San Miguel)	648 = Ponderosa
592 = Mesilla Park	923 = North Valley <i>Categorized as Albuquerque</i>	713 = Ponderosa Pine
594 = Mesita	578 = Oasis	640 = Portales
596 = Mesquite	608 = Ocate	642 = Prewitt
597 = Mexican Springs	620 = Ohkay Owingeh	927 = Pueblito
584 = Miami	703 = Ohkay Owingeh	726 = Pueblitos
581 = Middle Frisco	622 = Oil Center	928 = Pueblo
593 = Midway	579 = Ojo Amarillo	697 = Pueblo of Sandia
598 = Milan	623 = Ojo Caliente	727 = Pueblo of Sandia Village
586 = Mills	618 = Ojo Feliz	705 = Pueblo Pintado
587 = Milnesand	661 = Ojo Sarco	643 = Puerto de Luna
599 = Mimbres	624 = Organ	883 = Pulpotio Bareas
588 = Mogollon	625 = Orogrande	673 = Punta de Agua
595 = Monero		655 = Quay
591 = Monterey Park		644 = Quemado
601 = Montezuma		645 = Questa



649 = Radium Springs	756 = San Antonito (Socorro)	764 = Sheep Springs
656 = Rainsville	689 = San Cristobal	745 = Shiprock
646 = Ramah	711 = San Felipe Pueblo	750 = Silver City
728 = Ranchito	702 = San Fidel	754 = Skyline-Ganipa
929 = Rancho Grande	722 = San Francisco Plaza	760 = Socorro
650 = Ranchos de Taos <i>Categorized as Taos</i>	712 = San Ildefonso Pueblo	765 = Soham
660 = Raton	700 = San Jon	766 = Solano
731 = Red Hill	717 = San Jose	767 = Sombrillo
664 = Red River	757 = San Jose (San Miguel)	761 = South Acomita Village <i>Categorized as Acomita</i>
674 = Redrock	723 = San Lorenzo	762 = South Valley
672 = Regina	758 = San Luis	768 = Spencer Valley
668 = Rehoboth	718 = San Mateo	769 = Spencerville <i>Categorized as Aztec</i>
657 = Rencona	719 = San Miguel	770 = Springer
662 = Reserve	716 = San Patricio	773 = Standing Rock
658 = Ribera	729 = San Pablo <i>Categorized as Las Cruces</i>	774 = Stanley
663 = Rincon	759 = San Pedro	776 = Stead
676 = Rinconado	704 = San Rafael	775 = Sunland Park
732 = Rio Communities	742 = San Ysidro	771 = Sunshine
733 = Rio en Medio	738 = San Ysidro (Doña Ana) <i>Categorized as Las Cruces</i>	772 = Sunspot
734 = Rio Lucio	701 = Sandia Base Mil Resv	778 = Taiban
677 = Rio Rancho	739 = Sandia Heights <i>Categorized as Albuquerque</i>	779 = Tajiique
930 = Rivers	686 = Sandia Knolls	781 = Talpa <i>Categorized as Taos</i>
679 = Riverside	696 = Sandia Park	780 = Taos
736 = Road Forks	714 = Sanostee	777 = Taos Pueblo
659 = Rociada	706 = Santa Ana Pueblo	783 = Taos Ski Valley
737 = Rock Springs	150 = Santa Clara (Central)	790 = Tatum
666 = Rodarte	708 = Santa Clara (Central)	789 = Tecolote
667 = Rodeo	707 = Santa Clara Pueblo	791 = Tecolotito
931 = Rodey	709 = Santa Cruz	788 = Teec Nos Pos
675 = Rogers	710 = Santa Fe	792 = Tererro
682 = Romero	720 = Santa Rita	795 = Tesuque
687 = Rosedale	730 = Santa Rosa	796 = Tesuque Pueblo
670 = Roswell	735 = Santa Teresa	800 = Texico
678 = Rowe	740 = Santo Domingo Pueblo	804 = Thoreau
680 = Roy	694 = Sapello	808 = Three Rivers
690 = Ruidoso	741 = Sausal	805 = Tierra Amarilla
691 = Ruidoso Downs	725 = Scholle	806 = Tijeras
692 = Rutherford	743 = Seama	802 = Timberon
681 = Sabinoso	747 = Seboyeta	803 = Tinnie
695 = Sacramento	748 = Sedan	811 = Toadlena
693 = Saint Vrain	763 = Sedillo	884 = Tohajiilee
669 = Salem	749 = Sena	807 = Tohatchi
699 = San Acacia	746 = Seneca	782 = Tolar
698 = San Antonio <i>Categorized as San Antonito (Socorro)</i>	721 = Serafina	813 = Tome
755 = San Antonito	744 = Shady Brook	821 = Torreon



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

**13. 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.

**14. 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.



### 15. 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.

### 16. 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.

### 17. 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.

### 18. 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.



**19. 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.

**20. Direction from Landmark**

Database Field = DirectionFromLandmark

Source = UCR form, crash-level variable

Type = Character [Convert to text 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

N = North

NE = Northeast

NW = Northwest

S = South

SE = Southeast

SW = Southwest

W = West

98 = Invalid code

99 = Left blank

**21. Distance from Landmark**

Database Field = Measurement

Source = UCR form, crash-level variable

Type = Character [Convert to text 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 probably 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.

**22. Distance from Landmark Measure Unit**

Database Field = MeasurementUnit

Source = UCR form, crash-level variable

Type = Character [Convert to text 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



### 23. GIS Route Name

Database Field = GIS\_Route

Source = Derived by GIS, crash-level variable

Type = Character

Length = 7

This field indicates the primary street on which the crash occurred, if it is an Interstate, U.S. or New Mexico Highway. The field is derived from AStreet by recognizing the common ways these routes are written on the UCR form (I-25, I 25, Interstate 25, HWY 25, etc.) and creating a standardized route name (I 25).

GIS\_Route and GIS\_Milepost are intended to be used together and require that the UCR form specify a milepost number. These two variables are derived only for geocoded crash locations reported using a milepost number, and not for crash locations reported using the nearest intersecting street. Consequently, GIS\_Route and GIS\_Milepost may underrepresent the number of crashes on any given New Mexico route. A route is defined by current NMDOT-posted route legal descriptions.

### 24. GIS Milepost

Database Field = GIS\_Milepost

Source = Derived by GIS, crash-level variable

Type = Numeric

Length = 8

This field indicates the numerical identification of a milepost used to describe the location of a crash on a New Mexico route or Interstate. It is extracted from AStreet, BStreet, Landmark, or MilepostOrig. The GIS\_Milepost variable may underrepresent the total number of crashes along a given section of roadway, especially if the route becomes an urban street, in which case, there may be many crash locations described using the nearest intersection and not a milepost. Identification of crashes along a given section of roadway is most accurate when it includes the crashes reported by nearest intersecting street, in addition to crashes reported by milepost.

### 25. 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.



### 26. Urban or Rural Designation

Database Field = UrbnRurl

Source = Derived, crash-level variable

Type = Character [Convert to text 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

### 27. Road System

Database Field = System

Source = Derived, crash-level-variable

Type = Numeric [Convert to text 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.

#### Variable Options

1 = Rural non-Interstate

2 = Urban

3 = Rural Interstate

### 28. 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



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

**30. Crash Direction**

Database Field = CrashDirection

Source = Derived, crash-level variable

Type = Character [Convert to text using SAS format \$DIREC.]

Length = 2

This field indicates the direction of travel before the crash. It is derived from the vehicle-level fields VehDirection and StreetOn. For single-vehicle crashes, or crashes with all vehicles traveling in the same direction, the crash direction is the vehicle direction. In crashes with vehicles traveling in different directions, a probabilistic comparison between AStreet and StreetOn determines whether a vehicle can be identified as traveling on the primary street on which the crash occurred (AStreet), and assigns that vehicle’s direction of travel as the crash direction. If there is no difference between AStreet and StreetOn for all vehicles in the crash, then the crash direction is based on the direction of travel of the vehicle with the highest contributing factor. For data prior to 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
- N = North
- NE = Northeast
- NW = Northwest
- S = South
- SE = Southeast
- SW = Southwest
- W = West
- 98 = Invalid code
- 99 = Left blank





**31. 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

**32. 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

**33. 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
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13



### 34. 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.

### 35. 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.

### 36. 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.

### 37. 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.

### 38. 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.

### 39. 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.



#### 40. Fatal or Injury Crash

Database Field = Fatal\_Injury

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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

#### 41. Severity

Database Field = Severity

Source = Derived, crash-level variable

Type = Numeric [Convert to text 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



**42. Crash Classification**

Database Field = Class

Source = Crash-level variable

Type = Numeric [Convert to text 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.

- ✓ 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 any crash in which a motor vehicle in transport rolls over at least 360 degrees with or without a prior crash. An overturn is any crash in which a motor vehicle in transport overturns at least 90 degrees for any reason without prior crash.

Variable Options

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

**43. Crash Classification Analysis Code**

Database Field = Analysis

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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.

- ✓ 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

Continued on next page.



### 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
- 921 = Deer
- 922 = Elk
- 923 = Bear
- 924 = Antelope
- 925 = Cougar
- 931 = Dog
- 932 = Cat
- 933 = Porcupine
- 934 = Skunk
- 935 = Badger
- 936 = Coyote
- 941 = Eagle
- 942 = Hawk
- 943 = Crow
- 944 = Buzzard

Continued on next page.





### FIXED OBJECT (Crash Classification = 10)

1000 = Unknown/not stated	1024 = Utility or telephone pole
1001 = Abutment or pier	1025 = Traffic signal standard
1002 = Barricade	1026 = Parking meter
1003 = Bridge	1027 = Barbed-wire fence
1004 = Building	1028 = Boulder/rocks
1005 = Cattle Guard	1029 = Cliff wall
1006 = Construction material/equipment	1030 = Dry arroyo
1007 = Culvert or drainpipe (cement)	1031 = Dry irrigation ditch
1008 = Ditch	1032 = Dumpster/trash receptacles
1009 = Drain or Drain cover (manhole)	1033 = Embankment (rock, stone)
1010 = Embankment (Earth)	1034 = Embankment, manmade (concrete, wire mesh)
1011 = Equipment (work or construction)	1035 = Embankment (material type unknown)
1012 = Fence (wood, brick, stone)	1036 = Mailbox
1013 = Fire hydrant	1037 = Manmade items (phone boxes, picnic tables, etc.)
1014 = Guard or reflector posts	1038 = Overhead wires
1015 = Gas meter	1039 = Overpass
1016 = Guardrail	1040 = Railroad gate
1017 = Guardrail at bridge or culvert	1041 = Railroad signals/signs
1018 = Hydro cell or Tor Shock device	1042 = Railroad track
1019 = Light standard (light pole)	1043 = Roadway divider – Concrete Jersey bounce
1020 = Median raised or curb	1044 = Roadway divider – Concrete wall
1021 = Sign or signpost (traffic)	1045 = Roadway divider – Fence
1022 = Sign or signpost (commercial)	1046 = Shrubs/vegetation
1023 = Tree	

### 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)

1201 = Right side of road

1202 = Left side of road

1203 = On the road

#### 44. Original Analysis Code

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.

#### 45. Location of First Harmful Event

Database Field = CrashOccurrence

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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.).

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

99 = Left blank

#### 46. Hit-and-Run

Database Field = HitRun

Source = UCR form, crash-level variable

Type = Numeric [Convert to text with SAS format HITRUN.]

Length = 3

This field identifies crashes in which the vehicle or the driver of the vehicle which made contact in the crash leaves the scene without stopping to render aid or report the crash. Hit-and-run crashes in which there is only property damage are probably very under-reported.

##### Variable Options:

0 = No

1 = Yes

98 = Invalid code

99 = Left blank



**47. Light**

Database Field = Light

Source = UCR form, crash-level variable

Type = Numeric [Convert to text using SAS format LIGHT.]                      Length = 3

This field indicates the light 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. The category “Other and not stated” is a checkbox on the UCR form. In 2012, crashes with missing Light data were grouped under code 6 (“Other and not stated”) but starting in 2013 were designated as code 99 (“Left blank”).

Variable Options:

- |                      |                                  |
|----------------------|----------------------------------|
| 1 = Daylight         | 6 = Other or not stated          |
| 2 = Dawn             | 98 = Invalid code                |
| 3 = Dusk             | 99 = Left blank                  |
| 4 = Dark – lighted   | 0 = Missing data (pre-2012 code) |
| 5 = Dark – unlighted |                                  |

**48. Private Property**

Database Field = PrivateProperty

Source = UCR form, crash-level variable

Type = Character [Convert to text 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 starts on private property but the first harmful event occurs on a public roadway, then it 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  | 98 = Invalid code |
| 1 = Yes | 99 = Left blank   |



**49. Property Damage Only**

Database Field = PropertyDamage

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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       | 98 = Invalid code |
| 1 = Under \$500   | 99 = Left blank   |
| 2 = \$500 or more |                   |

**50. Weather**

Database Field = Weather

Source = UCR form, crash-level variable

Type = Numeric [Convert to text 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).

Variable Options

- |             |                                |
|-------------|--------------------------------|
| 1 = Clear   | 7 = Other                      |
| 2 = Raining | 8 = Sleet or hail              |
| 3 = Snowing | 98 = Invalid code              |
| 4 = Fog     | 99 = Left blank                |
| 5 = Dust    | 0 = Not stated (pre-2012 code) |
| 6 = Wind    |                                |

**51. Road Character**

Database Field = RoadCharacter

Source = UCR form, crash-level variable

Type = Numeric [Convert to text with SAS format RDCHAR.]      Length = 3

This field indicates whether the road is straight or curved at the crash site.

Variable Options:

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



### 52. Road Grade

Database Field = RoadGrade

Source = UCR form, crash-level variable

Type = Numeric [Convert to text with SAS format RDGRADE.] Length = 3

This field indicates the level of slope of the road at the crash site.

#### Variable Options

1 = Level

2 = Hillcrest

3 = On grade

4 = Dip or sag

0 = Not stated (pre-2012 code)

99 = Left blank

### 53. 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

### 54. Tribal Jurisdiction

Database Field = TribalJurisdiction

Source = UCR form, crash-level variable

Type = Numeric Length = 10

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:

N = No

Y = Yes

### 55. Killed

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.



### 56. Suspected Serious Injuries

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.

### 57. Suspected Minor Injuries

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.

### 58. Possible Injuries

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.

### 59. Injured

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.



### 60. Unhurt

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.

### 61. 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.

### 62. 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.

### 63. Original Number of Vehicles

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.

### 64. 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.



**65. 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).

**66. Non-Motorists**

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.

**67. Top Contributing Factor in Crash**

Database Field = TopCFacc

Source = Derived, crash-level variable

Type = Numeric [Convert to text with SAS format TOPCF.]

Length = 8

This field indicates the top contributing factor in the crash and is derived hierarchically using the following priorities (highest to lowest) out of all the reported contributing factors in a crash that are listed in the Apparent Contributing Factors section of the UCR form. 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.

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  |





### 68. Alcohol Involvement

Database Field = AlcInv

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

Type = Numeric [Convert to text 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

### 69. Drug Involvement

Database Field = DrugInv

Source = Derived, crash-level variable

Type = Numeric[Convert to text 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. Prior to 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

### 70. Pedestrian Involvement

Database Field = PEDInv

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

Type = Numeric [Convert to text 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 = PD.

#### Variable Options



0 = Not involved  
1 = Involved

### 71. Motorcycle Involvement

Database Field = MCInv

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

Type = Numeric [Convert to text 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 motorcyclists in crashes, as there may be multiple motorcyclists in one crash. This field is derived from the vehicle-level field VeBodyStyle (codes MC or AV), or the vehicle-level field DrSeatPos (code MD).

#### Variable Options

0 = Not involved  
1 = Involved

### 72. Pedalcyclist Involvement

Database Field = PECInv

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

Type = Numeric [Convert to text 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

### 73. Heavy Truck Involvement

Database Field = TRKInv

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

Type = Numeric [Convert to text 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 T2, T3, TU, TB, TD, TS, TX, TH, UT, and HE.

#### Variable Options

0 = Involved  
1 = Not involved



### 74. Hazardous Material Involvement

Database Field = HZinv

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

Type = Numeric [Convert to text 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 = Involved

1 = Not involved

### 75. Maximum Vehicle Damage

Database Field = MaxDam

Source = Derived from vehicle-level record

Type = Numeric [Convert to text 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

### 76. Non-local Driver Involvement

Database Field = NonLocal

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

Type = Numeric [Convert to text 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



**77. Other Property – State Highway Property**

Database Field = SHDTProp

Source = Derived, crash-level variable

Type = Numeric [Convert to text 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.

Variable Options

- |  |                           |
|--|---------------------------|
| 01 = Guardrail                                 | 11 = Culverts             |
| 02 = Bridge rail                               | 12 = Bridge structure     |
| 03 = Concrete barrier wall (Jersey bounce)     | 13 = Field or hog fence   |
| 04 = Attenuator, crash cushion or sand barrels | 14 = Signal boxes         |
| 05 = Chain-link fence                          | 15 = Delineators          |
| 06 = Barbed wire fence                         | 16 = Mileposts            |
| 07 = Signs                                     | 17 = Pavement gouges      |
| 08 = Traffic signals                           | 20 = Chemical spill       |
| 09 = Light poles                               | 21 = Sand or gravel spill |
| 10 = All other                                 | 23 = Other load spills    |

**78. 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. This field is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. Ideally, one should be able to identify damaged state highway property using pType “H,” but this field is often unreliable or left blank. This field became available starting in 2012.

Variable Options

- C = Commercial or business
- H = NM Highway
- P = Private
- U = Unknown

**79. 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. This field is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field became available starting in 2012.



### **80. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **81. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **82. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **83. 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. This field is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **84. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property



(other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **85. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **86. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **87. 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 is part of the UCR form section Other Property Involved, which lists private, business, or highway property (other than vehicles) damaged in the crash. This field contains personal identifiers. This field became available starting in 2012.

### **88. Witness Present**

Database Field = WitnessPresent

Source = UCR form, crash-level variable

Type = Numeric

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.

### **89. Time Notified**

Database Field = TimeNotified

Source = UCR form, crash-level variable

Type = Character

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.



### 90. Time Arrived

Database Field = TimeArrived

Source = UCR form, crash-level variable

Type = Character

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.

### 91. 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.

### 92. 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.

### 93. 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.

### 94. Officer Signature Present

Database Field = OfficersSignaturePresent

Source = UCR form, crash-level variable

Type = Character

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
- Yes



### 95. Officer at Scene

Database Field = OfficerAtScene

Source = UCR form, crash-level variable

Type = Character

Length = 50

This field indicates the name, rank, and badge identification 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 starting in 2012.

### 96. 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.

### 97. Report Date

Database Field = ReportDate

Source = UCR form, crash-level variable

Type = Date

Length = 8

This field indicates the date the law enforcement agency completed the UCR form. The date is entered as MM/DD/YYYY. The date of 09/09/2009 is sometimes used to indicate missing data. This field became available starting in 2012.

### 98. 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.

### 99. 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.





**100. 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.

**101. 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.

**102. 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.

**103. 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 to a crash report by a law enforcement agency and used for internal purposes by the issuing agency. This field became available starting in 2012.

**104. 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.

Variable Options

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



**105. 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. This field became available starting in 2012. The value “TraCS XML” identifies data submitted by LEAs using a TraCS database data transfer file (XML file) with an accompanying PDF of the crash report.

Variable Options

- Electronic
- FTP
- Handwritten
- TraCS
- TraCS XML
- Typed
- Unknown

**106. 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 only available for 2012 and 2013.

Variable Options

- 2005\_4CAR
- 2009A\_4CAR
- 2009B\_4CAR
- ANYCRASHREPORT\_4CAR
- ANYCrashReport\_V21
- CrashReport\_V22
- TRACS\_CRASHREPORT
- TRACS\_CRASHREPORT\_V2

**107. 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. This field became available starting in 2012.

Variable Options

- 2005\_1CAR
- 2005\_2CAR
- 2005\_3CAR
- 2005\_4CAR
- 2009A\_1CAR
- 2009A\_2CAR
- 2009A\_3CAR
- 2009A\_4CAR
- 2009B\_1CAR
- 2009B\_2CAR
- 2009B\_3CAR
- 2009B\_4CAR
- CRASHREPORT
- CRASHREPORT\_1CAR
- CRASHREPORT\_2CAR
- CRASHREPORT\_3CAR
- CRASHREPORT\_4CAR
- TRACS\_1CAR
- TRACS\_2CAR
- TRACS\_3CAR
- TRACS\_4CAR



### 108. 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. This field became available starting in 2012.

### 109. System Scan

Database Field = SysScanDate

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 scanned for data entry. 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 2012.

### 110. Stamp Date

Database Field = StampDate

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 received by NMDOT from the agency that completed the UCR. It is a date stamped on the back of each UCR. Format is MM/DD/YYYY. The date of 09/09/2009 is sometimes used to indicate missing data. 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.

### 111. 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.

### 112. Original UCR Number

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.



**113. TraCS Data**

Database Field = TraCS

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

Type = Character [Convert to text 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

**114. File Location**

Database Field = Loc

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

Type = Character      Length = 145

This field indicates a data entry network file location for internal tracking. This field contains personal identifiers. This field became available starting in 2012.



## List of Database Fields

Agency .....	8	GIS_LAT .....	26
AlcInv .....	41	GIS_LONG .....	26
Analysis.....	28	GIS_MaintDist.....	25
AnalysisName.....	34	GIS_Milepost .....	22
AStreet.....	20	GIS_NatAmer_USCensus .....	24
BStreet .....	20	GIS_Route.....	22
CADNumber .....	49	GIS_SPDist.....	25
CaseNumber.....	49	GIS_TransDist .....	25
CheckedBy.....	47	GIS_UrbanRural .....	23
City.....	14	GIS_UTMX.....	26
CityOrig.....	19	GIS_UTMY .....	26
Class.....	28	HitRun .....	34
ClassA .....	38	Hour.....	7
ClassB .....	38	HzInv .....	43
ClassC.....	38	Injured.....	38
Classification_Result .....	50	Killed.....	37
County .....	13	KTM_User.....	51
CountyOrig .....	13	Landmark.....	21
CrashDate.....	6	LatitudeOrig .....	26
CrashDirection.....	24	Light.....	35
CrashOccurrence.....	34	Loc.....	52
Day .....	7	LongitudeOrig.....	26
DirectionFromLandmark .....	21	MaxDam .....	43
District .....	48	MCinv .....	42
DrawingsBy .....	48	Measurement.....	21
DrugInv .....	41	MeasurementsTakenBy.....	49
Fatal_Injury .....	27	MeasurementUnit .....	21
FormID .....	49	MilepostOrig .....	22
FormIDKofax.....	50	MilitaryTime .....	7
FormMethod .....	50	Month .....	6
GIS_Astreet.....	20	Motorists.....	40
GIS_Bstreet.....	20	MotorVeh .....	39
GIS_CityUSCensus.....	19	NMDOTNumber.....	49
GIS_County.....	13	NonLocal .....	43




---

<b>NonMotorists.....</b>	<b>40</b>	<b>RoadGrade .....</b>	<b>37</b>
<b>NotifiedBy.....</b>	<b>47</b>	<b>Severity .....</b>	<b>27</b>
<b>NumberOfDrawings .....</b>	<b>48</b>	<b>SHDTProp.....</b>	<b>44</b>
<b>nVeh.....</b>	<b>39</b>	<b>StampDate .....</b>	<b>51</b>
<b>nVehOrig .....</b>	<b>39</b>	<b>StationReport.....</b>	<b>37</b>
<b>OfficerAtScene.....</b>	<b>48</b>	<b>SupervisorOnScene .....</b>	<b>47</b>
<b>OfficersSignaturePresent .....</b>	<b>47</b>	<b>SysBatchNumber .....</b>	<b>51</b>
<b>pAddress.....</b>	<b>45</b>	<b>SysScanDate .....</b>	<b>51</b>
<b>pCity .....</b>	<b>45</b>	<b>System.....</b>	<b>23</b>
<b>pDesc.....</b>	<b>44</b>	<b>TimeArrived.....</b>	<b>47</b>
<b>PECInv.....</b>	<b>42</b>	<b>TimeNotified .....</b>	<b>46</b>
<b>PEInv.....</b>	<b>41</b>	<b>TopCFace .....</b>	<b>40</b>
<b>pFirstName.....</b>	<b>45</b>	<b>Total.....</b>	<b>39</b>
<b>pLastName .....</b>	<b>45</b>	<b>TraCS .....</b>	<b>52</b>
<b>pMiddleName.....</b>	<b>45</b>	<b>TribalJurisdiction.....</b>	<b>37</b>
<b>pPhone .....</b>	<b>46</b>	<b>TrkInv.....</b>	<b>42</b>
<b>PrivateProperty .....</b>	<b>35</b>	<b>UCRnumber .....</b>	<b>6</b>
<b>PropertyDamage.....</b>	<b>36</b>	<b>UCRorig.....</b>	<b>51</b>
<b>pState .....</b>	<b>46</b>	<b>Unhurt .....</b>	<b>39</b>
<b>pType .....</b>	<b>44</b>	<b>UrbnRurl.....</b>	<b>23</b>
<b>pZip.....</b>	<b>46</b>	<b>Weather .....</b>	<b>36</b>
<b>ReportDate .....</b>	<b>48</b>	<b>WitnessPresent.....</b>	<b>46</b>
<b>RoadCharacter .....</b>	<b>36</b>	<b>Year.....</b>	<b>6</b>